

# Roosevelt Urban Village Rezone

## Director's Analysis and Mayor's Recommendation

Department of Planning and Development  
June, 2011

## Contents

I. Executive Summary .....	3
II. Introduction .....	4
III. Background .....	13
IV. Rezone Analysis .....	15
General Rezone Criteria.....	16
Criteria for Heights of Proposed Zones .....	23
Criteria for Station Overlay District .....	28
Pedestrian Designation.....	30
Rezone of Single-Family Zoned Areas .....	32
Criteria for Designation of Multifamily Zones .....	33
Criteria for Designation of Commercial Zones .....	34
Zone Specific Rezone Criteria .....	36
V. Growth, Capacity and Impact Analysis .....	91
VI. Analysis Application of Incentive Zoning.....	103

## List of Figures

Figure 1: Rezone Proposal Summary .....	10
Figure 2: Rezone Proposal Map.....	11
Figure 3: Proposed Station Area Overlay (SAO) District .....	12

## List of Tables

Table 1: Residential Growth Targets for Roosevelt Residential Urban Village.....	91
Table 2: Development Capacity in the Roosevelt Urban Village.....	92
Table 3: Development Capacity Proposed Rezone Areas Only .....	93
Table 4: Available Public Services in Roosevelt Residential Urban Village .....	94
Table 5: 2020 Projected Volume to Capacity Ratios Roosevelt Arterial roadways. .	96
Table 6: Average Weekly Daily Traffic .....	96
Table 7: Table 6: Roosevelt Intersections 2030 Peak Hour Level of Service .....	97
Table 8: Estimated Weekday Trip Generation.....	97

## **I. Executive Summary**

Mayor McGinn is recommending approval of a package of rezones within the Roosevelt urban village intended to increase development capacity near new light rail transit. The proposed rezones accommodate future development that respects the context of the neighborhood's commercial core, achieves appropriate transitions to less intensive zones, and supports the neighborhood's pedestrian and transit orientation around a planned light rail station. All of the rezones are within the current boundaries of the Roosevelt residential urban village as designated in the City's Comprehensive Plan.

These recommendations are based largely on a proposal by the Roosevelt Neighborhood Association (RNA) from 2006 when it undertook an effort to update its neighborhood plan to accommodate a planned light rail station. The rezone proposals follow City Council adoption of the revised Goals and Policies of the Roosevelt Neighborhood Plan into the Comprehensive Plan and subsequent amendment of the Future Land Use Map. All of the proposed rezones are within areas already designated Commercial / Mixed Use or Multi-Family Residential on the Comprehensive Plan Future Land Use Map. While the RNA recommendations are the foundation of this rezone proposal, modifications to balance broader goals for transit oriented development are included.

This report analyzes the proposed rezones using general criteria in the Seattle Municipal Code (SMC 23.34.008) related to commercial and multifamily zones and general criteria for the establishment of a station area overlay (SMC 23.34.089.) It also reviews each rezone as it relates to specific criteria for each new zone. The report provides an assessment of the proposal's effect on the neighborhood's development capacity, ability to support new light rail service, and the ability of local infrastructure and services to support such development. Consistent with City policy, the City's incentive zoning program will be applied concurrently with the proposed rezone. Companion legislation enabling the application of incentive zoning to the Roosevelt area is being recommended for consideration in tandem. An analysis of the impact and feasibility of incentive zoning applied to the area is included in this report. DPD has conducted an associated environmental analysis (SEPA) and made a determination of non-significance.

Adoption of the entire package of rezone proposals is recommended along with establishment of a new station area overlay, and adoption of legislation applying incentive zoning to the newly rezoned land. In response to public comment and other stakeholder input, modifications to the initial draft are reflected in this final recommendation. To support environmental benefits, and adopted City policy to focus appropriate density nearby regional transit facilities, the Mayor is recommending moderately higher height and density in two areas where this rezone proposal is

changed from the version released in April and analyzed in the SEPA Determination of Non-Significance (DNS).

The first modification area (Modification 1) is a three and one half block area in the Roosevelt commercial core, located between the arterial roadways 12<sup>th</sup> Ave. NE, and Roosevelt Way NE. This area includes the sites of the planned Sound Transit station. A Neighborhood Commercial 3 (NC3) zone with an 85' height limit (instead of a 65' height limit) is recommended. The second modification (Modification 2) is a three block area on the north side of NE 65<sup>th</sup> St., between 12<sup>th</sup> Ave. NE, and 15<sup>th</sup> Ave. NE. A Neighborhood Commercial 2 (NC2) zone with a 65' height limit (instead of a 40' height limit) is recommended. The modifications are described in greater detail on page 6 and within the body of the rezone analysis. DPD has considered the effects of the modifications related to the April, 2011 DNS as described on page 8.

## II. Introduction

This recommendation is for a package of 25 individual zone changes that seek to integrate a light rail station into the heart of the neighborhood, while preserving single-family areas outside of the commercial core. The proposed rezones will help guide current and future development activity in advance of the Roosevelt light rail station scheduled to open in 2020.

**Rezones.** The rezones are centered on the neighborhood business district around Roosevelt Way NE and NE 65<sup>th</sup> St. Refer to the Figure 1: Summary Rezone Proposal Map for the location and extent of the rezones. Figure 2: Detailed Rezone Proposal Map displays the full detail of the rezone proposal with the existing zoning, the proposed zoning changes, and incentive zoning suffixes. Most of the rezones are changes to slightly higher intensity Neighborhood Commercial Zones along the arterial roadways near the commercial core. Several of the rezones not directly located on an arterial roadway or on the edges of the commercial core are changes to multifamily zoning designations. In total the proposed rezones comprise 173 parcels, and 17.5 acres of land out of roughly 158 total acres within the urban village.

**Station Area Overlay District.** Included in the package of rezone proposals is establishment of a Station Area Overlay district (SAO) that includes all proposed commercial and multifamily zoned areas generally within a quarter-mile radius of the future light rail station. An SAO is an established set of supplemental development regulations intended to support transit stations. The SAO waives any parking requirement for multifamily and non-residential uses. See Seattle Municipal Code (SMC) Section 23.61, which contains SAO development standards. This report further discusses the proposed SAO, including an analysis of the criteria for an SAO on page 19.

**Pedestrian Overlay.** The extension of an existing Pedestrian (P) designation is also included in the package of rezone proposals. The P designation is a suffix to a zoning classification that denotes additional development standards intended to encourage an intensely pedestrian-oriented retail environment. See SMC 23.34.086 for the full intent and purpose of the P designation. A P

designation already exists for certain zoned areas around the NE 65<sup>th</sup> and Roosevelt Way NE intersection. The rezone proposal includes adding the P designation suffix to several of the proposed rezone areas. This report analyzes the extension of the P designation on page 21.

**Incentive Zoning Provisions for Affordable Housing.** The City's policy is to create incentives to provide affordable housing as part of any rezone that increases development capacity. Comprehensive Plan Housing policies H8 and H31 specifically call for the expansion of incentive zoning programs for affordable housing, including areas outside of downtown. The City's incentive zoning chapter SMC 23.58A establishes rules for how extra floor area beyond the base amount may be achieved for residential developments in exchange for affordable housing. Developers can build affordable housing as part of their development or, in certain zones, make a contribution per bonus square foot to the City to fund new affordable housing. The affordable housing is intended to primarily serve Seattle's modest-wage workers. The incentive zoning program is currently available in midrise and highrise zones and certain downtown zones. The Seattle City Council has signaled an intention to extend the incentive zoning provisions at the time of area-wide rezone actions. Therefore the recommendation is for expansion of the incentive zoning program to Roosevelt as a companion action to this rezone proposal.

Some of the zoning designations recommended in this rezone proposal do not currently feature the base and maximum development standards in the SMC needed to execute the incentive zoning program. Therefore, a system for establishing a base and a maximum development capacity in these zones is recommended. A companion legislative action that enables SMC Chapter 23.58A to apply to the Roosevelt rezones where additional development capacity is created is being forwarded to City Council. The proposal applies incentive zoning provisions to those Roosevelt rezones that create adequate new development capacity to provide economic incentive to participate in the program. An economic evaluation is included in Section VI of this report, along with a full discussion of the Incentive zoning program.

**Rezone of Some Single-Family Zoned Areas.** The package of rezone proposals includes rezoning a small number of areas currently zoned single-family to multifamily or neighborhood commercial zoning designations. All of the proposed rezones of single family areas have already had their underlying Comprehensive Plan Future Land Use Map designation changed to Commercial / Mixed-Use or Multifamily Residential during the 2009 Comprehensive Plan annual amendment cycle. Therefore the rezones of single-family areas bring zoning in line with the Comprehensive Plan. However, current rezone criteria within the Seattle Municipal Code (SMC) limits rezones of single-family zoned areas. In order to execute the rezones of the single-family zoned areas in Roosevelt, a specific minor amendment to the rezone criteria is needed. The amendment applies uniquely to urban villages in cases where lands have already been redesignated on the Comprehensive Plan Future Land Use Map. Roosevelt is the only area of the City where the amendment would apply at this time. The rezone proposal includes the code amendment to the single-family rezone criteria as a part of the broader legislative rezone proposal. See page 23 for a complete discussion of rezones of single family zoned areas.

**Other Single Family Zoned Areas for Future Review.** In addition to the single family areas proposed for rezone in this recommendation, the City Council is considering re-designating limited single family zoned areas to multifamily on the Future Land Use Map as a part of the 2011 Comprehensive Plan Amendment docket. This includes roughly 2 blocks of single family area in the southwest corner of the urban village along 8<sup>th</sup> Ave. NE. (See Figure 1). Review of this single family area is not a part of the current rezone proposal. This is for informational purposes only, as the potential land use map changes relate to the goals of this rezone proposal.

**Modifications to Draft Proposal** –The package of rezone proposals includes two areas of modification to the initial draft zoning recommendations: Modification 1: is a three and one half block area in the Roosevelt commercial core where a Neighborhood Commercial 3 (NC3) zone with an 85' height limit (instead of a 65' height limit) is recommended. Modification 2 is a three block area on the north side of NE 65<sup>th</sup> St., between 12<sup>th</sup> Ave. NE, and 15<sup>th</sup> Ave. NE where a Neighborhood Commercial 2 (NC2) zone with a 65' height limit (instead of a 40' height limit) is recommended. The primary rationales for the modifications include:

- **Density to Support Transit.** The recommended rezones include appropriate density to support light rail transit. The modifications add potential for more density in target locations in the immediate vicinity of the planned light rail station including Sound Transit owned properties and three blocks of underutilized land east of the planned light rail station. The rezone proposals support positive reuse of vacant property in close proximity to the light rail station. These rezone proposals provide for a level of density, and range of building types, in line with national best practices for transit oriented communities. For additional information on this topic DPD has prepared the report *Transit-Supportive Density: A Review of Zoned Development Capacity in the Roosevelt Urban Village* for consideration along with the rezone proposal. With these rezones the Roosevelt urban village would have a total capacity for over 3,300 housing units and 520,000 GSF of commercial space all within walking distance of the planned transit station.
- **Public Comments.** A range of public comments were received by DPD during the SEPA comment period on this rezone proposal. Several comments emphasized the importance of supporting regional transit investments by allowing adequate density in the immediate vicinity of regional transit station facilities. Many public comments call for retaining the RNA-based zoning recommendations. This proposal continues to be substantially consistent with the neighborhood generated zoning proposal, while further considering the goals of transit oriented development.
- **Additional Information.** Since issuance of the DNS on this proposal, DPD received new information regarding the design proposal for Sound Transit's Roosevelt station facility. The station facility will be constructed along 12<sup>th</sup> Ave. NE between NE 65<sup>th</sup> St.

and NE 67<sup>th</sup> St. The station is within the proposed rezone area. Sound Transit presented a design proposal for the Roosevelt station for the first time to the Seattle Light Rail Review Panel (LRRP) on May 19<sup>th</sup>, 2011. This was the first time a specific design configuration other than entrance locations was formally presented to the City.

DPD review of the design finds that the general configuration of the station proposed by Sound Transit has impacts on the ability of affected and adjacent parcels to accommodate appropriate density and uses. The station facility occupies two block fronts along 12<sup>th</sup> Ave. NE between NE 65<sup>th</sup> St. and NE 67<sup>th</sup> St. at a height equal to a two to three story building. No opportunity to co-locate development above the station facilities is included in the design proposal. The proposal includes taller vent shafts that appear to hinder opportunity for additional development immediately adjacent to the west of the station. Therefore, the proposed Sound Transit station configuration will potentially reduce the amount of housing and retail uses within the rezone area, and reduce the ability of certain parcels in the urban village to accommodate infill development. In light of this new information, modification of the legislative rezone to enable slight increases in density on other parcels nearby the station are warranted.

- **Executive Direction.** Mayor Mike McGinn has provided focused direction to DPD regarding Transit Oriented Development. The Mayor has directed DPD to pursue measures throughout the City to encourage and support ample and compatible levels of density in the immediate vicinity of transit station facilities. Mayor McGinn's direction related to the Roosevelt legislative rezone supports modifications to consider heights of 65 and 85 feet. The Mayor has also provided direction to DPD that tower forms above 85 are not appropriate for the Roosevelt residential urban village.

DPD's capacity analysis shows that the rezone package with the two modifications results in additional development capacity for the rezone area alone (beyond the capacity for new development allowed by current zoning) of 607 housing units and 312,00 gross square feet (GSF) of commercial space. The urban village as a whole would have a total capacity for over 3,300 housing units and 520,000 GSF of commercial space under the proposed rezone. All of the urban village is within a ½ mile of the light rail station, and all of the rezone proposals are within ¼ mile of the light rail station. The zoned capacity of over 40 dwelling units / net acre is in line with the 20 – 75 dwelling units / net acre found in demonstrated models of great TOD around transit stations in similar neighborhoods.

Since all the potential commercial space is in zones that allow both commercial and housing uses, it is likely that developers would choose to build a higher percentage of housing rather than commercial uses in new buildings. In that case, the number of additional housing units could exceed 3,300 and the amount of commercial space would be less than 520,000 gsf. Development capacity is not the same thing as the amount of development that is reasonably likely to occur over time, which is less than the development capacity.

***Modifications and the SEPA Determination of Non-Significance***

DPD has considered whether new information and the modifications to the original proposal warrant revisions of the DNS issued in April of 2011, and has concluded that this is not required. The environmental review considered the general and cumulative impacts of this non-project zoning action as distributed throughout the neighborhood. Neither of the modifications alters the root zoning designation (NC3 for modification 1 area; and NC2 for modification 2 area). Therefore allowable uses and setbacks are unchanged due to the modifications. The modifications increase allowable height from 65' – 85' within the modification 1 area, and from 40' to 65' within the modification 2 area. These changes could enable one or two stories of additional height. DPD believes that the DNS, which addresses physical impacts in a broad and general fashion for a non-project zoning action, adequately considers physical environmental impacts of the one to two additional stories of development.

Consideration of the cumulative impact of increased development capacity is a part of the SEPA DNS. Cumulative impacts are items such as the overall increase in area traffic volumes and effects on the ability of the city to provide public services and infrastructure. DPD does not expect the increased cumulative impacts from the additional capacity associated with the modifications to create a significant adverse impact. As further described in Section V of this report demand for public services are able to be met by existing and planned city services. Potential traffic impacts in the area are expected to be largely mitigated by excellent transit and locally available convenience services. A fully developed network of public and private utilities are already in place in the urban village.

**How this report is structured.** This rezone proposal is a package of 25 individual areas proposed for rezone, as well as establishment of a new Station Area Overlay (SAO) district and the extension of a Pedestrian (P) designation. Figure 1: Zoning Proposal Summary displays a summary of proposed zoning for information purposes without details of incentive zoning. All of the existing and proposed rezone information including application of the P designation and incentive zoning suffixes are depicted on Figure 2: Rezone Proposal Map. The extent of the proposed SAO is depicted in Figure 3: Proposed Roosevelt Station Area Overlay. The report describes and analyzes the individual rezones in four general sectors: the north commercial core; southeast Roosevelt; the south commercial core; and the central core. The rezone analysis refers to each rezone first by a letter that corresponds with the area of the rezone: letter "A" refers to rezones in the north commercial core, letter "B" refers to rezones in the southeast area, letter "C" refers to rezones in the south commercial core, and letter "D" refers to rezones in the central core. The letter is followed by a number so that each rezone has an individual letter and number designation. (See Figure 2).

This report contains a general neighborhood-wide analyses of the rezone package as a whole under the general rezone criteria, as well as location-specific analysis for each individual proposed rezone according to zone-specific rezone criteria.



**Sector A: North Commercial Core**

This sector is generally northwest of the existing commercial core. It comprises a mix of residentially and commercially zoned land in one contiguous area. The following analysis identifies 11 rezones in this sector and analyzes each according to the criteria associated with its respective rezone.

**Sector B: South / Southeast Roosevelt**

This area is generally southeast of the existing commercial core. It comprises a mix of residentially and commercially zoned land in a contiguous area. The following analysis identifies 9 rezones in this sector and analyzes each according to the criteria associated with its respective rezone.

**Subarea C: Southwest Roosevelt**

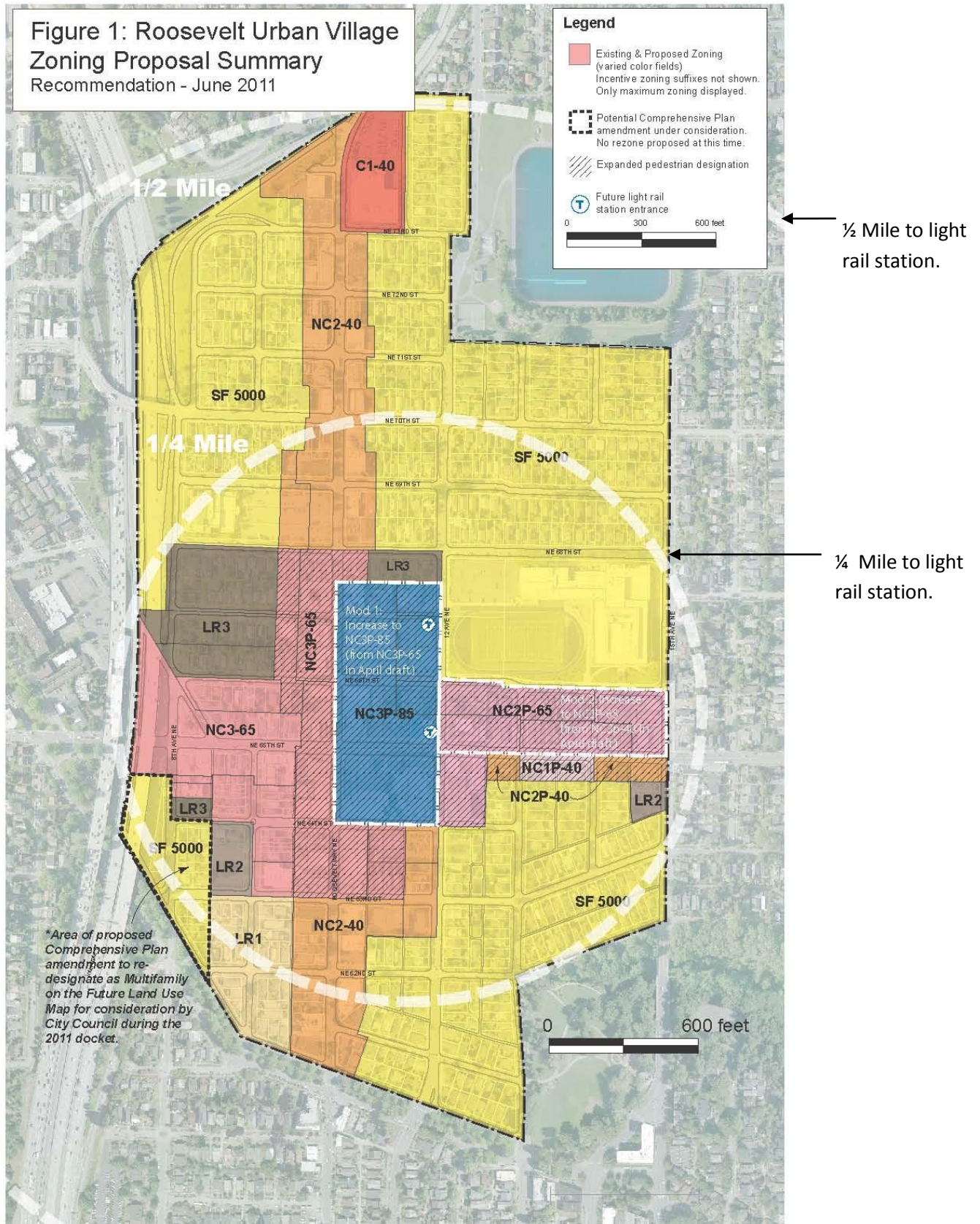
This area is generally south of the existing commercial core. It comprises a mix of residentially and commercially zoned land. The following analysis identifies 5 rezones in this sector and analyzes each according to the criteria associated with its respective rezone.

**Subarea D: Central Core**

This area occupies 3 and ½ blocks in the center of the commercial core. The area includes the planned Sound Transit light rail station and other properties owned by Sound Transit. The area is primarily commercially zoned land with a mix of small commercial and mixed use buildings.

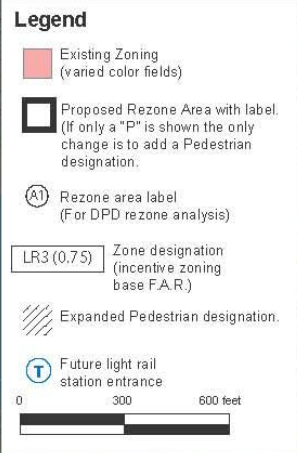
*Note: To compare the zoning recommendations of this report with the zoning recommendations of the Roosevelt Neighborhood Association see the RNA website at the following address:*

<http://rooseveltseattle.org/landuse.aspx>

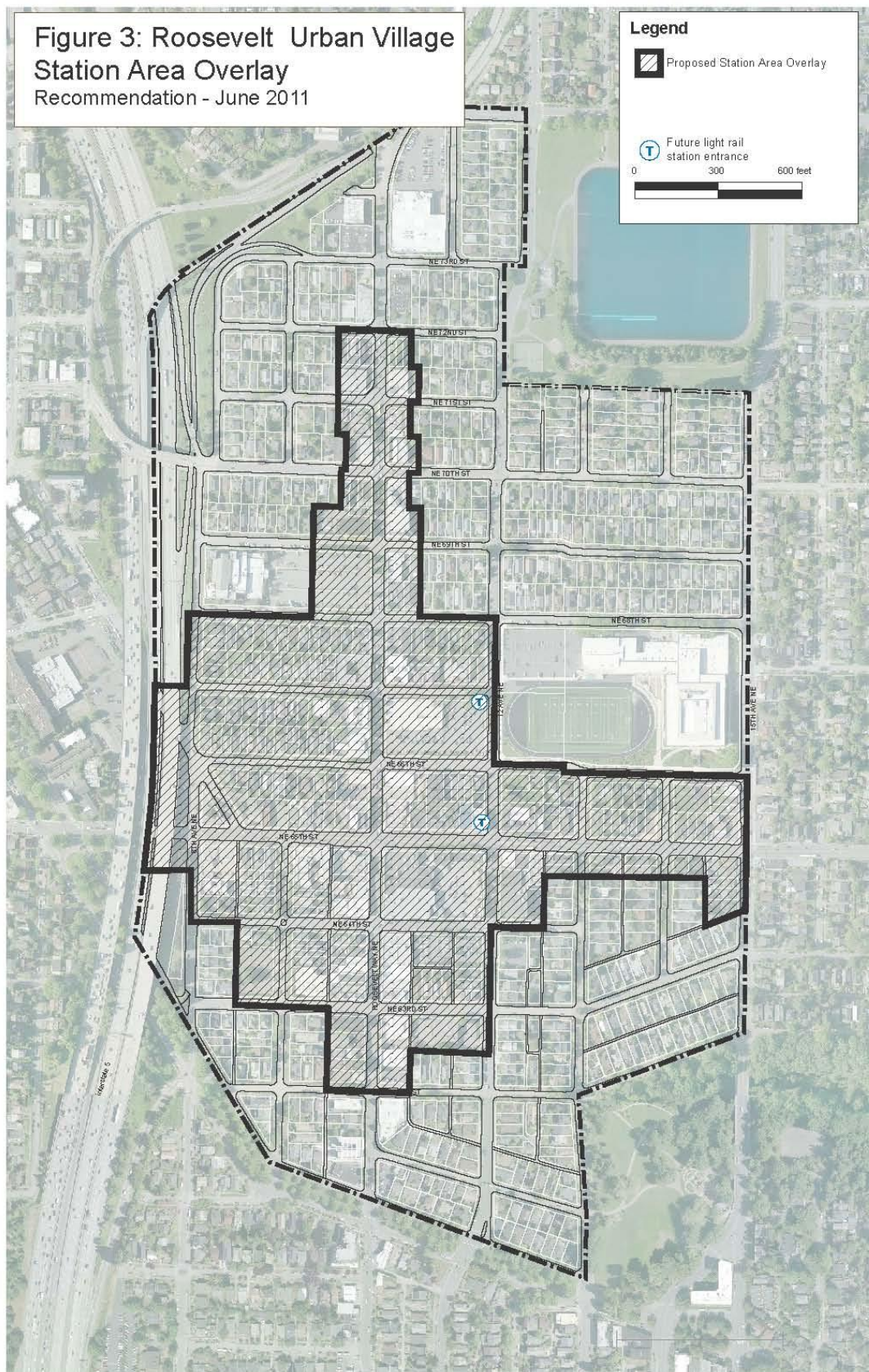




- 11 -







### III. Background

#### **Light rail station located.**

In 2005, Sound Transit agreed with the Roosevelt community that the planned light rail station should be located in the center of the Roosevelt neighborhood, and selected a site under 12<sup>th</sup> Ave NE between NE 65<sup>th</sup> St and NE 67<sup>th</sup> St, with an entrance located along 12<sup>th</sup> Ave NE on the current QFC site. Following Sound Transit's decision, the community began reviewing and updating its neighborhood plan, [\*Tomorrow's Roosevelt\*](#), which was originally adopted by the City Council in 1999.

#### **Neighborhood Plan Amendment.**

When the RNA workgroup completed its review of the Neighborhood Plan, it proposed amendments to support concentrating residential density and commercial uses around the planned light rail station. The RNA workgroup review resulted in substantial revisions to the Goals and Policies of the Neighborhood Plan. Neighborhood Plans are a part of the City's Comprehensive Plan, and therefore several Goal and Policy revisions to [\*Tomorrow's Roosevelt\*](#) were adopted as amendments to the Neighborhood Plan element of the Comprehensive Plan by City Council in Ordinance 122313 in December of 2006. The 2006 Goal and Policy revisions included amendments to the Land Use, Transportation, Housing and other elements of the plan, and all of the revisions supported increased residential density and commercial uses around the commercial core and the planned light rail station. The following Goals and Policies of the updated neighborhood plan, as incorporated into the Comp Plan, are directly applicable to this rezone proposal:

***Roosevelt- Land Use Goal 2 (R-LUG2): Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed use and commercial development along the commercial arterials that extend from the core.***

***Roosevelt- Land Use Policy 1 (R-LUP1): Support a zoning strategy that consolidates similar zoning into whole blocks in and near the urban core and light rail station, to result in more compatible development.***

***Roosevelt- Land Use Policy 2 (R-LUP2): Support the infill development of commercial zoned properties that are vacant or underutilized.***

***Roosevelt- Land Use Policy 3 (R-LUP3): Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway and commercial corridors.***

### **Future Land Use Map Amendment.**

Based on the Goal and Policy revisions to the Neighborhood Plan the RNA workgroup also proposed changes to the City's Comprehensive Plan Future Land Use Map. These changes were officially adopted by the City Council through the 2009 Comprehensive Plan annual amendment process in Ordinance 123267. The Future Land Use Map changes re-designated several areas within the Roosevelt Residential Urban Village from single-family to Multi-Family Residential or Commercial / Mixed Use, and some areas from Multi-Family Residential to Commercial / Mixed Use. The package of rezones currently being proposed matches appropriate zoning designations to the areas that were re-designated on the Future Land Use Map. The State Growth Management Act requires jurisdictions to enact zoning that is consistent with the official Comprehensive Plan Future Land Use Map.

### **RNA Workgroup Zoning Recommendations.**

The RNA workgroup's neighborhood plan update developed principles to direct zoning changes and a set of specific zoning recommendations were developed. The zoning recommendations were documented in a 2006 report titled "Working Report Regarding Zoning Changes". This report received extensive neighborhood input and comment. It is a guidance document that was not formally adopted by the City of Seattle. However, the recommendations are influential in the current zoning proposal recommended by the Mayor. For information purposes the following summarizes principles from the RNA workgroup's report:

*Station Area Zoning – Increase density within a quarter mile of the station entrance to maximize use of the station and foster a distinctive, pedestrian-friendly town center.*

*Maximize Existing Commercial and Multifamily Zoning – Increase the density and potential commercial activity within the existing town center to attract new residents and businesses while generally minimizing redevelopment pressure on single-family-zoned areas of Roosevelt.*

*Concentrate Commercial Zoning in the Commercial Core and Along the Axis (along NE 65<sup>th</sup> St and NE Roosevelt Way) – Broadening the areas where single-purpose multifamily residential buildings are allowed to include all of Roosevelt except these areas is intended to make existing commercial areas more active and able to support a busy, pedestrian-oriented character.*

*Reduce Midblock Transitions – Separating zones by block will help ease transitions to less intensive uses by using the right-of-way as a buffer, and will foster maximizing existing zoning by reducing potential development costs associated with sites adjacent to solely residential zones.*

## **IV. Rezone Analysis**

The rezone analysis requires several parts. First a general overview of the scope and intent of the proposal is given. Then the package of all 25 rezones - considered as a whole - is evaluated against a set of General Rezone Criteria (SMC 23.34.008). The establishment of the SAO district is evaluated against a set of SAO locational criteria (SMC 23.34.089). Secondly, each individual rezone change from one zone to another zone must be evaluated against locational criteria specific to those zones.

### **Current zoning overview.**

Most of the land inside the Roosevelt Urban Village is currently zoned Single-Family (SF5000). Properties along the arterials of Roosevelt Way NE, NE 65<sup>th</sup> St, and Lake City Way are generally zoned Neighborhood Commercial (NC) which allows for mixed-use commercial/residential buildings. In some areas, a small amount of multifamily zoning – Lowrise 1 (LR1), Lowrise 2 (LR2) or Lowrise 3 (LR3) provides for a multifamily neighborhood that serves as a transition between single-family and commercial areas. A pedestrian (P) designation is in place along Roosevelt Way between NE 63<sup>rd</sup> St and NE 66<sup>th</sup> St and for one block along NE 65<sup>th</sup> St generally between Roosevelt Way and 12<sup>th</sup> Ave NE.

### **Intent of zoning changes.**

In general, the proposed rezones increase the allowed density and neighborhood commercial development in areas close to the future light rail station, and institute higher standards for pedestrian oriented design of new buildings. The rezone package includes rezones primarily in or near the commercial core centered on the intersection of Roosevelt Way and NE 65<sup>th</sup> St and areas nearby the future light rail station. The intent is to maximize use of the light rail station, concentrate commercial and residential growth in the commercial core, and to strengthen the mixed use core of the Roosevelt neighborhood. Substantial areas of single-family zoning within the broader Roosevelt Urban Village are preserved. The zoning proposal supports many Goals and Policies in the Roosevelt Neighborhood Plan included those listed on page 10 above, and identified in the rezone criteria tables below.

### **A pedestrian-friendly mixed-use core.**

The rezone proposal includes specific actions to create a more pedestrian friendly mixed-use core as consistent with Roosevelt Neighborhood Plan Goals and Policies. The rezone proposal recommends the establishment of a new SAO district and an extension of the pedestrian (P) designation. These additions set higher standards for the design of new buildings - requiring active ground level uses, a high degree of transparency in the ground level facades, and limiting auto-oriented uses and driveways that interrupt sidewalks.

**Scope of zoning changes.** The scope of the rezone proposal is well within acceptable levels so as not to create negative impacts. It is consistent with City Comprehensive Planning growth



targets and within the range that can be accommodated by existing infrastructure and services. Proposed rezones are moderate upzones to slightly more intensive zoning designations. Additional development capacity resulting from the rezones and consideration of potential impacts is discussed fully in Section V of this analysis.

## ANALYSIS: General Rezone Criteria

### General rezone criteria (SMC [23.34.008](#)),

The table below analyzes the broad rezone proposal for all 25 rezone areas against a set of general rezone criteria.

Criterion	Met?	Analysis – Roosevelt-wide
<i>In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village. (SMC 23.34.008.A.1)</i>	Yes	The 2004 Comprehensive Plan growth target for the Roosevelt Residential Urban Village is to accommodate 250 new residential units by 2024. Existing zoning provides adequate capacity, and the rezone proposal would increase the neighborhood's zoned capacity by approximately an additional 607 housing units.
<i>For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan. (SMC 23.34.008.A.2)</i>	Yes	The proposal represents an increase in the development capacity available in the neighborhood, thus, this criterion is met. For more information, see discussion in Section V of this report.
<i>The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation. (SMC 23.34.008.B)</i>	Yes	A specific analysis of each individual rezone in relationship to criteria for the specific zones is provided beginning on page 33 of this report.



Criterion	Met?	Analysis – Roosevelt-wide
<p><i>Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (SMC 23.34.008.C)</i></p>	<p>Yes</p>	<p>City Council has recently rezoned land to the east of the QFC building, across 12<sup>th</sup> Ave NE from the Roosevelt High School track. See <a href="#">Ordinance 122727</a> and associated <a href="#">Director's recommendation</a>. This action rezoned the property from L3-RC to NC3-65. This prior rezone action is similar to rezones currently proposed for parcels immediately north and south of the land rezoned by Ordinance 122727.</p> <p>This analysis takes into account fully the citywide changes to Lowrise Multi-Family zones, which were approved by Council in December of 2010 and go into effect in April of 2011. All rezones within this zoning package reflect the City's new multifamily zoning designations.</p> <p>A concurrent quasi-judicial rezone proposal by the Roosevelt Development Group (RDG), assigned DPD project number 3010100, applies to a portion of the subject area to the north of NE 65<sup>th</sup> St. between Brooklyn Ave NE and 15<sup>th</sup> Ave NE. DPD has examined the RDG contract rezone proposal, and issued a <a href="#">Determination of Significance</a> in May 2010. The RDG contract rezone proposal includes height limits and densities exceeding those proposed in this legislative rezone. At the time of this report the RDG group is developing an Environmental Impact Statement (EIS) and related application materials.</p> <p>The Seattle City Council is considering adding a proposed comprehensive plan amendment to the 2011 docket to change the future land use map designation from Single Family to Multifamily on roughly two blocks of land on the east side of 8<sup>th</sup> Ave. NE in the vicinity of NE 63<sup>rd</sup> and 64<sup>th</sup> Ave. and one additional single family parcel at 12<sup>th</sup> Ave. NE south of NE 64<sup>th</sup> St. within the urban village. (See Figure 1).</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration. (SMC 23.34.008.D.2)</i></p>	<p>Yes</p>	<p>The Roosevelt Neighborhood Plan was adopted in 1999 and its goals and policies were amended in 2006. See page 9 above for a listing of specific Roosevelt neighborhood plan goals and policies applicable to this rezone.</p> <p>The rezone proposal is consistent with the Roosevelt neighborhood plan Goals and Policies, particularly those in the land use section, and also those related to housing, transportation, economic development, and others.</p>
<p><i>Where a neighborhood plan establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan. (SMC 23.34.008.D.3)</i></p>	<p>Yes</p>	<p>The proposed rezones are in conformance with Roosevelt Neighborhood Plan policies intended to guide future rezones. The proposed rezones conform to the policy of “consolidating similar zoning into whole blocks near the urban core light rail station” (LUP-1); and conform to the policy of “Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway and commercial corridors.” (LUP-3).</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred. Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.1)</i></p>	<p>Yes</p>	<p>The rezone proposal locates more intensive zones adjacent to physical buffers, such as Interstate 5 and the Calvary Church parking lot. The rezone proposal locates transitional neighborhood commercial (NC-1 and NC-2) and Lowrise Multi-Family(LR) zones adjacent to lesser intensity single-family zones. A height limit of 40' is located next to single family zoned areas in the majority of cases in order to provide a transition.</p> <p>Proposed heights of 65' and 85' are located adjacent to Single Family zones in several areas (D1, D3; B2, B10). Most of this is adjacent to an institution, Roosevelt High School. While zoned Single Family, the high school is over 40' tall. The school property also features setbacks, open spaces and mature trees at the edge of the school property, which helps provide transition to Single Family zoning, and physical separation from the school itself. All other edges of the 65' zoning adjacent to single family are across prominent arterial roadways (NE 65<sup>th</sup> St. and 15<sup>th</sup> Ave. NE) which provides effective separation between the scale of uses in these limited instances.</p>
<p><i>Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.2)</i></p>	<p>Yes</p>	<p>The proposed rezones consider and use the available physical buffers described above. The proposal's most intensive zoning (NC3-65 and NC3-85) abuts arterial roadways. The proposed NC3-85 zones are focused on blocks located squarely within the existing commercial core of the neighborhood. The proposed NC3-85 blocks are bounded on both the east and the west edges by arterial roadways (Roosevelt Way NE, and 12<sup>th</sup> Ave. NE).</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses (SMC 23.34.008.E.3).</i></p>	<p>Yes</p>	<p>In a majority of instances, the proposed rezones result in commercially zoned (NC) lots facing each other across a street. Rezones to commercial zones (NC-40 and 65) on the north and south side of NE 65<sup>th</sup> near Brooklyn Ave. conform to this criterion.</p> <p>A few relatively small areas would not meet this criterion, including the rezone to NC3-65 along 12<sup>th</sup> Ave.NE, however this proposal would face onto the Roosevelt High School. One area where NC3-65 would face a residential area across NE 67<sup>th</sup> St. is mitigated by the presence of proposed LR3 as a transitional multifamily zone across the street.</p> <p>At the edge of the urban village an area of NC2-65 is proposed across the street from a residentially zoned area across 15<sup>th</sup> Ave. NE. In this instance, the arterial roadway provides a physical buffer and the primary retail face of the block is expected to be NE 65<sup>th</sup> St.</p> <p>On balance the criterion is met.</p>
<p><i>In general, height limits greater than forty (40) feet should be limited to urban villages. (SMC 23.34.008.E.4).</i></p>	<p>Yes</p>	<p>All areas within the rezone proposal are within the residential urban village.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>Negative &amp; positive impacts on the area, including factors such as housing (particularly low-income housing), public services, environmental factors (noise, air &amp; water, flora &amp; fauna, odor, glare &amp; shadows, energy), pedestrian safety, manufacturing activity, employment activity, architectural or historic character, shoreline review, public access and recreation, should be examined. (SMC 23.34.008.E.4.1).</i></p>	<p>Yes</p>	<p>The rezone proposal provides for a modest increased capacity for new development of slightly more intensive neighborhood commercial and multifamily structures. This could result in minor negative impacts such as increase in shadowing by new structures, replacement of some existing single family and smaller scale housing structures, and some minor increase in local traffic. The area is largely built-out so impacts on natural systems are limited.</p> <p>Minor negative impacts described above would be offset by positive impacts. For instance, new development could enhance vegetative cover by complying with Seattle's green factor. Since the City's incentive zoning program for affordable housing will be applied, new affordable housing units are likely to be created.</p> <p>The RNA workgroup has supported the original version of this package of rezones for its potential positive impacts. Development resulting from the proposed zoning would increase pedestrian-focused retail activity; enhance the neighborhood's existing employment opportunities; increase housing opportunities and diversify the area's housing stock; improve pedestrian safety by improved sidewalks with new development ; and allow new residences and businesses in close proximity to the future light rail station so as to offer increased opportunities to use mass transit.</p> <p>See also Section V. Growth, Capacity and Impact Analysis.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including street access, street capacity, transit service, parking capacity, utility and sewer capacity. (SMC 23.34.008.E.4.1).</i></p>	<p>Yes</p>	<p>DPD's capacity modeling shows that, over time, the proposed rezone would allow a net increase of about 607 residential units and about 312,000 sq.ft. of commercial space. Existing services are adequate to accommodate an increase of this scale. The Roosevelt urban village is already served by several arterial roadways, and a full range of existing utility infrastructure.</p> <p>In addition, the rezone proposal will encourage the creation of more pedestrian-oriented shopping that will provide a broader range of goods and services for the surrounding neighborhood and greater Roosevelt area. This will allow local residents to stay in the neighborhood to shop rather than make additional car trips to outlying shopping areas.</p> <p>See also Section V. Growth, Capacity and Impact Analysis.</p>
<p><i>Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter. (SMC 23.34.008.G).</i></p>	<p>Yes</p>	<p>The rezone proposal is prompted in part by the planned light rail transit station that will provide direct access from Roosevelt to the University District, Downtown, South Seattle and elsewhere. That light rail station represents a significant changed circumstance in the Roosevelt neighborhood.</p>
<p><i>If the area is located in or adjacent to a critical area, the effect of the rezone on the critical area shall be considered. (SMC 23.34.008.I).</i></p>	<p>Yes</p>	<p>No impact to critical areas are expected to result from the rezone proposal. The only critical areas that appear to be present based on the City's Geographic Information System are isolated slopes that are limited in size, and are likely the effect of legal grading for improvements.</p>

**Criteria for height limits of proposed zone (SMC 23.34.009),**

The matrix below analyzes the broad rezone proposal for all 25 rezone areas against a set of criteria related to height limits.

Criterion	Met?	Analysis – Roosevelt-wide
<i>Height limits for commercial zones shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered. (SMC 23.34.009.A)</i>	Yes	<p>For the majority of the rezone proposals in commercial zones the highest proposed height is 65', which matches the highest currently allowed height in commercial zones in the neighborhood. Several structures in the area including the Dwell condominiums on NE 65<sup>th</sup> St. in the rezone area have already been built to this height.</p> <p>A height limit of 85' is proposed for 3 ½ blocks located in existing Neighborhood Commercial 3 zones within the commercial core bounded by Roosevelt Way NE and 12<sup>th</sup> Ave. NE. 85' is appropriate on these core blocks (areas D1, D2, D3) in part because they are located in the immediate vicinity of the planned light rail station, and demand for transit oriented development here is expected to be strong. The proposed 85' zoning is not expected to displace preferred uses, as a substantial portion of the developable land within these areas will be vacant after construction of the Sound Transit station.</p> <p>Height limits are proposed to be raised from 40' to 65' on three blocks of Neighborhood Commercial 2 zoning on the north side of 65<sup>th</sup> St. between 12<sup>th</sup> Ave. NE and 15<sup>th</sup> Ave. NE. (areas B1, B2, B3, B10). These areas are located either directly across the street from, or within 3 blocks of the planned light rail station. A 65' height limit is appropriate for transit oriented development, enhancing compatibility with the surrounding area.</p> <p>All proposed height limits are consistent with the scale of development expected in each zone. 40' and 65' height limits are proposed in NC1 and NC2 zones, and 65' and 85' height limits are proposed in NC3 zones.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<i>SMC 23.34.009.A Continued</i>	Yes	<p>The Roosevelt neighborhood plan encourages businesses that serve the needs of the community. DPD's capacity analysis suggests that the proposed rezones would have very little overall effect on commercial displacement. The proposal is estimated to create new opportunities for mixed use development. The model suggests an increase in commercial capacity of about 312,000 gsf, compared to little potential commercial growth under the existing zoning. The proposed expansion of the commercial core would likely increase the diversity of available options for locating small businesses in the neighborhood.</p>
<i>Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered. (SMC 23.34.009.B)</i>	N/A	<p>Existing and proposed height limits respond primarily to the context of the urban grid and the two major arterial axes of Roosevelt Way and NE 65<sup>th</sup> St. The area is predominantly flat or gently sloping. DPD identifies limited instances where the proposal's increased heights would result in obscured views beyond the effects of existing zoning.</p> <p>Some limited view blockage of existing views from the Roosevelt High School grounds may occur due to rezones B1, B2, B3 and B10. However, the amount of blockage is limited compared to existing zoning, which allows for 40' buildings. One or two additional stories may impede some views south from the athletic fields or high school facilities. Views along north-south right of ways, can preserve some of these affected views.</p> <p>The high school properties are positioned at a slightly higher elevation than the rezone areas directly to the south. A rise of roughly 5' – 15' is present between the NE 66<sup>th</sup> St. right of way and actively used high school lands.</p>



Criterion	Met?	Analysis – Roosevelt-wide
<p><i>The height limits established by current zoning in the area shall be given consideration. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas. (SMC 23.34.009.C)</i></p>	<p>Yes</p>	<p>At the edges of the existing commercial core, the proposed rezones would increase allowed heights to match the 65' limit of the adjacent existing commercial core. There is already an area of roughly 10 blocks in the neighborhood core with a 65' height limit in place. Several mixed use or residential structures in the existing NC3-65 zoned areas have been built to 65' or similar heights.</p> <p>Where the proposed rezones would rezone to LR3 or Neighborhood Commercial with 40' height limits, these zones are generally compatible with heights of existing development in the area.</p> <p>A 3 ½ block area of 85' high zoning is proposed in the immediate vicinity of the planned light rail station. While no 85' high structures currently exist in the urban village, a focused location of 85' bounded by two arterial roadways is appropriate in the proposed location as described above. The focused area of 85' zoning is consistent with neighborhood plan direction for concentrating additional density in the commercial core and near the planned light rail station.</p> <p>In several areas where height limits are being increased, existing development is not a good measure of the area's overall development potential, such as areas B1,B2,B3,B10 and D3. Several of these areas include single family structures and vacant or underutilized lots that reflect an underbuilding of the existing zoning.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<i>SMC 23.34.009.C Continued</i>		<p>For area B10 the proposed 65' height limit is partially consistent with actual and zoned heights in the surrounding area. The 65' height limit would be adjacent to other blocks of proposed NC2-65 zoning to the west. However, the blocks to the north south and east have lower height limits of 40' or of 35' in the single family zones.</p> <p>A gradual transition to lower height limits in the single family zone to the east of area B10 is not present. However, the arterial 15<sup>th</sup> Ave. NE roadway provides a physical buffer and it is the edge of the urban village. The Roosevelt High School to the north is taller than 40' and includes a landscaped edge consisting of landscaping and mature trees, which helps provide a transition to the single family zoned areas.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers are present. (SMC 23.34.009.D.2.)</i></p>	<p>Yes</p>	<p>Physical buffers in the area include Interstate 5, at the neighborhood's western boundary. Large open spaces provide physical buffers, such as the playfield to the west of Roosevelt High School and the surface parking to the east of Calvary Church. Additionally, landscaped buffers and mature trees at the edge of the high school properties provide a separation from to the high school structure itself.</p> <p>In some instances, the proposed rezones adhere to the traditional zoning model, in which more intensive (commercial) zones are buffered from least intensive (single-family) zones by moderately intensive (multifamily) zones. For example, at the southwest corner of 12<sup>th</sup> Ave NE and NE 68<sup>th</sup> St (zone A10 below), the proposal would introduce a residential Lowrise 3 zone where single-family zoning currently abuts NC3-65.</p> <p>In general, the proposal converts certain areas to focus residential densities, provide for increased neighborhood commercial opportunities, and increase heights. Areas identified for upzone are generally located at the edges of the current commercial core, and are predominantly zoned multifamily.</p> <p>Where the proposal for 85' heights (D1, D3) and 65' heights (B2,B10) abut the Roosevelt High School - zoned Single Family - the edges of the high school properties are a physical separation helping to provide a transition and separation between the 65' or 85' zones and any residential neighborhood.</p> <p>While the transition to single family zoning directly to the north on the Roosevelt high school property is not gradual, features are present on the high school property to help the transition. The high school property sits at a slightly raised elevation above the area and there is a landscaped buffer at the edge of the high school property which includes some mature trees. The high school structure itself is setback significantly.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map. (SMC 23.34.009.E.)</i></p>	yes	<p>The Roosevelt Neighborhood Plan adopted in 1999 and amended in 2006 addressed height and zoning intensities, identifying potential rezones for the near and longer-term. The current rezone proposal includes many of the same areas considered for rezone by the original plan, but it goes beyond the plan's scope by proposing additional areas for rezone that are based on additional stakeholder input and broader public comment during and after the SEPA review period.</p> <p>The majority of the rezone proposals are consistent with Roosevelt Neighborhood Plan policies as discussed above. In particular the policies of the Roosevelt neighborhood plan "promote the growth of the Roosevelt Urban Village in a manner that concentrates growth in the commercial core and near the light rail station..." (R-LUG2).</p> <p>While not formally adopted by the City Council the RNA zoning workgroup prepared a detailed set of zoning recommendations. (See page 9 for weblink.) The proposed 65' height limit differs in areas B1,B2,B3,B10, and the proposed 85' height limit in areas D1, D2, D3 differs from the RNA recommended height limit. DPD takes into account the RNA recommended height limit, while balancing other factors including transit oriented development as discussed elsewhere in this report.</p>

**Locational Criteria Station Overlay District** (SMC [23.34.089](#)),

The matrix below evaluates the creation of a new Station Area Overlay district against locational criteria. The proposal involves creation of a new Station Area Overlay district, encompassing areas zoned commercial and multifamily, within a quarter mile of the proposed light rail station at Roosevelt Way NE and NE 66<sup>th</sup> St. (See Figure 2 for extent of the proposed SAO district.)

Director's Analysis & Mayor's Recommendation: Roosevelt

Criterion	Met?	Analysis – Roosevelt-wide
<i>High levels of pedestrian activity at street level in commercial and mixed-use zones are desired. (SMC 23.34.089.A.2.a)</i>	Yes	The area exhibits a high level of pedestrian activity, which will likely be further enhanced by increased transit options.
<i>Presence of a wide variety of retail/service activities in commercial and mixed-use zones, minimal pedestrian-auto conflicts, or medium to high residential density in close proximity to light rail stations or access to other high capacity transit, all desired. (SMC 23.34.089.A.2.b)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base.
<i>The Station Area Overlay district shall be located around a proposed light rail station or access to other high capacity transit and include land within approximately one thousand three hundred and twenty feet (1,320') of the station or stop. (SMC 23.34.089.A.3)</i>	Yes	The proposed station area overlay encompasses land within a 1,320' of the planned light rail station at at Roosevelt Way NE and NE 66 <sup>th</sup> St.
<i>Presence of medium to high density residential zoning in proximity to the proposed light rail station or access to other high capacity transit (SMC 23.34.089.A.3.a)</i>	Yes	The existing and proposed zoning provides for medium density residential development, from four to six stories in the mixed-use core of the neighborhood business district. The area is also well-served by numerous bus lines that serve the neighborhood on NE 65 <sup>th</sup> St. and Roosevelt Way NE.
<i>Presence of a commercial or mixed-use area where goods and services are available to the public and where opportunities for enhancement of the pedestrian environment exist (SMC 23.34.089.A.3.b).</i>	Yes	Roosevelt is a destination for shopping, work, and dining, exhibiting a range of services that draw both from within the neighborhood and from outside. The existing pedestrian environment is conducive to pedestrian travel.

Criterion	Met?	Analysis – Roosevelt-wide
<i>Opportunities for new development to access transit, bicycle and pedestrian modes of transportation (SMC 23.34.089.A.3.c)</i>	Yes	<p>The proposed light rail station will be centrally located within the existing Roosevelt commercial core. The area is served by a variety of local and express buses providing connections in all four cardinal directions, including to the University District and Downtown. Bus headways are generally conducive to increased transit ridership.</p> <p>Seattle's <a href="#">Bicycle Master Plan</a> identifies bike lanes along Roosevelt's principal arterials, including a dedicated climbing lane along NE 65<sup>th</sup> St.</p> <p>Pedestrian amenities are generally well developed in the neighborhood.</p>
<i>Opportunities for construction of new development that will support transit (SMC 23.34.089.A.3.d)</i>	Yes	<p>There are numerous opportunities for construction of new Multifamily and Neighborhood Commercial developments in the area. Opportunities include infill development on vacant lots, and replacement of small scale structures that are well below the full potential for building on the site.</p>
<i>Properties zoned Single-family may only be included within the overlay district when it can be demonstrated that the criteria for Single-family designation cannot be satisfied. (SMC 23.34.089.A.3.e)</i>	Yes	<p>No single-family zoned properties are included in the proposed designation upon activation of the other simultaneous rezone actions.</p>

### **Locational Criteria for Pedestrian Designation (SMC 23.34.086.B)**

The matrix below evaluates the proposed extension of a Pedestrian Designation (P suffix) to certain proposed rezones. The Pedestrian designation is proposed for the following rezone areas: A5, A6, A9, A11, and all the B areas except B4 (See Figure 1 for extent of the proposed Pedestrian designation extensions.) In addition an inclusion of a Pedestrian Designation is proposed for addition to four existing NC zoned areas: the area zoned NC3-65 occupying all four corners of the intersection of Roosevelt Way NE and NE 67<sup>th</sup> St.; the area zoned NC3-65 within the block immediately west of the Roosevelt athletic fields across 12<sup>th</sup> Ave NE; the area zoned NC3-65 on the north and south side of NE 64<sup>th</sup> St. within the block west of Roosevelt Way NE not already including a P suffix; and the area zoned NC2-40 north of NE 65<sup>th</sup> St. and east of 12<sup>th</sup> Ave. NE.

Criterion	Met?	Analysis – Roosevelt-wide
<i>A. Function. To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved: (SMC 23.84.086)</i>	Yes	The Commercial Core of the Roosevelt Urban Village is an area where City Policy and the neighborhood plan calls for an intensely retail and pedestrian-oriented shopping district. Non-auto modes of transportation are strongly favored especially in anticipation of the new light rail station in this area.
<i>1. A variety of retail/service activities along the street front;</i>	Yes	There is already a broad variety of retail services and activities along the streets proposed for P designations.
<i>2. Large number of shops and services per block;</i>	Yes	There is already a variety of shops and services on many of the individual blocks in the areas proposed for the P designation. In areas without existing shops and services, redevelopment will allow for a number of new shops at street level.
<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes	The blocks proposed for rezone already have uninterrupted commercial frontage, or are in locations that can achieve uninterrupted commercial frontage.
<i>4. Pedestrian interest and activity;</i>	Yes	The Roosevelt Urban village contains a variety of small shops and services, as well as the Roosevelt High School and the future light rail stations that provide interest and activity.
<i>5. Minimal pedestrian-auto conflicts.</i>	Yes	Blocks proposed for the P designation all have well-developed sidewalks, and there are a limited number of curb cuts across the sidewalk zone.
<i>B. Locational Criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</i>		
<i>1. Pedestrian district surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes	The area is a commercial node in an urban village.
<i>2. NC zoned areas on both sides of an arterial, or NC zoned block faces across an arterial from a park, major institution, or other activity center;</i>	Yes	The areas are facing or contiguous with existing P designated areas positioned on both sides of the arterials: Roosevelt Way NE, NE 65 <sup>th</sup> St., and 12 <sup>th</sup> Ave. NE.

Criterion	Met?	Analysis – Roosevelt-wide
<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes	The area has well-developed sidewalks and streetscapes for pedestrians, excellent existing transit service by bus, and will be served directly by light rail in 2020.

### **Rezone of single-family zoned areas**

There are six rezone areas where a rezone is proposed from an existing single-family zone to a Neighborhood Commercial zone or Lowrise Multifamily zone. (A1, A10, B4, B7, B8, C1).

These rezones require special consideration due to rezone criteria in the single-family section of the code for when single-family lands may be rezoned to zones more intensive than single-family (SMC 23.34.010). The five areas in question retain varied degrees of some of the characteristics of single-family areas as defined in SMC 23.34.011. However, the five areas have already had their underlying land use designation changed to Neighborhood Commercial or Multifamily on the Comprehensive Plan Future Land Use Map. This creates a situation not present elsewhere in the city - where the existing single-family zoning designation is inconsistent with the Comprehensive Plan Future Land Use designation.

The inconsistency resulted from the prior Future Land Use Map change approved by the City Council during the 2009 Comprehensive Plan amendment docket at the request of Roosevelt Neighborhood Association. The corresponding change of the single-family zoning, and other rezones will carry out the policy intent expressed in the change to the Future Land Use Map.

To restore full consistency with the Comprehensive Plan Future Land Use Map through the proposed rezone action an amendment to the single-family rezone criteria, SMC 23.34.010.B.2 is proposed. The amendment adds a new *d* subsection to the criteria for when single-family lands may be rezoned to zones more intensive than single-family. The amendment would allow rezones to more intensive zones than single-family only in very specific and limited circumstances. As currently stated in the code, the rezone would still only be allowed when an adopted neighborhood plan has designated the area appropriate for the designation. The proposed amendment would add a new provision to the second set of criteria to allow rezones of single-family lands to more intensive zones when the rezone proposal meets the criterion stated below:

#### *SMC 23.34.010.B.2*

*d. Within a designated Urban Center or Urban Village and the underlying Future Land Use Map designation is a designation other than Single-Family.*



The proposed language would ensure the rezone of single-family zoned areas can only occur if the City Council has approved a prior change to the official Future Land Use Map. There are no other areas in the city where the Future Land Use map has a designation other than single-family and the zoning is single-family. The proposed amendment will enable the recommended rezone of the five areas in question and restore consistency between the City's official Future Land Use Map and zoning without impacting other areas of the city.

**Criteria for designation of multifamily zones (SMC 23.34.013)**

The matrix below analyzes the broad rezone proposal as it relates to the rezones adding new multifamily zones. There are several areas where new multifamily zoning designations are proposed. Note that the rezone proposals to multi-family zoning that relate to the provision for rezoning of single-family zoned areas is evaluated according to the proposed amendment of SMC 23.34.010.B.2 as described above.

Criterion	Met?	Analysis – Roosevelt-wide
<p><i>An area zoned single-family that meets the criteria of Section <a href="#">23.34.011</a> for single-family designation, may not be rezoned to multifamily except as otherwise provided in Section <a href="#">23.34.010</a> B. (SMC 23.34.013)</i></p> <p><i>(SMC 23.34.013) B. Areas zoned single-family or RSL that meet the criteria for single-family zoning contained in subsection B of Section <a href="#">23.34.011</a> and that are located within the adopted boundaries of an urban village may be rezoned to zones more intense than Single-family 5000 when all of the following conditions are met:</i></p> <p><i>1. A neighborhood plan has designated the area as appropriate for the zone designation, including specification of the RSL/T, RSL/C, or RSL/TC suffix when applicable;</i></p> <p><i>2. The rezone is:</i></p> <p><i>a. To a Residential Small Lot (RSL), Residential Small Lot-Tandem (RSL/T), Residential Small Lot-Cottage (RSL/C), Residential Small Lot-Tandem/Cottage (RSL/TC), Lowrise Duplex/Triplex (LDT), Lowrise 1 (L1), Lowris 1/Residential-Commercial (L1/RC), or</i></p> <p><i>b. Within the areas identified on Map P-1 of the adopted North Beacon Hill Neighborhood Plan, and the rezone is to any Lowrise zone, or to an NC1 zone or NC2 zone with a 30 foot or 40 foot height limit, or</i></p> <p><i>c. Within the residential urban village west of Martin Luther King Junior Way South in the adopted Rainier Beach Neighborhood Plan, and the rezone is to a Lowrise Duplex/Triplex (LDT), Lowrise 1 (L1) or Lowrise 2 (L2) zone; or</i></p> <p><i><u>d. Within a designated Urban Center or Urban Village and the underlying Future Land Use Map designation is a designation other than Single-Family.</u></i></p>	Yes	<p>The rezone proposal includes two areas of existing single family zoning proposed for multifamily Lowrise 3 (LR3). (Areas A1 and A10 on Figure 1). Both of these areas have been previously redesignated on the City's Official Land Use Map to Multifamily Residential pursuant to the 2006 Roosevelt Neighborhood Plan update. Part 1 of the criterion is met.</p> <p>Two other small areas have existing single-family zoning and are proposed for rezone to Lowrise-2 (LR2). (Area C1 and B4on Figure 1). These small areas both do not meet the locational criteria of Section 23.34.011 so the criteria for rezoning to multifamily is met. The areas no longer meet single-family zoning criteria because less than 70% of the uses are single-family in the area and they do not exhibit a trend towards single-family uses. (See SMC 23.34.011.B)</p>

### Criteria for Designation of Commercial Zones (SMC 23.34.0872)

The matrix below analyzes the broad rezone proposal as it relates to the addition of new commercial zones. There are several areas where new commercial zoning designations are proposed.

Criterion	Met?	Analysis – Roosevelt-wide
<i>The encroachment of commercial development into residential areas shall be discouraged. (SMC 23.34.072.A)</i>	Yes	<p>On balance the rezone proposal preserves residential areas throughout the Roosevelt Residential Urban Village including a majority of Single-family zoned land within the Urban Village. Addition of new Neighborhood Commercial zoning is added adjacent to existing Neighborhood Commercial zoned areas, or is reclassification from one neighborhood commercial zone to another.</p> <p>Additionally, new development resulting from the proposed neighborhood commercial zoning is not likely to be solely occupied by commercial uses. In fact, most new projects in neighborhood commercial zones are predominantly residential uses.</p>
<i>Areas meeting the locational criteria for a single-family designation may be designated as certain neighborhood commercial zones as provided in Section <a href="#">23.34.010</a>. (SMC 23.34.072.B)</i>	Yes	<p>The proposal would rezone two areas (B7 and B8 on Figure 1) of single family zoning to a Neighborhood Commercial zone. This area has already had the underlying Future Land Use Map designation changed to Neighborhood Commercial. As discussed above the rezone proposal meets the amended criteria of SMC 23.34.010.B.2.</p>
<i>Preferred configuration of commercial zones shall not conflict with the preferred configuration and edge protection of residential zones as established in Sections <a href="#">23.34.010</a> and <a href="#">23.34.011</a> of the Seattle Municipal Code. (SMC 23.34.072.C)</i>	Yes	<p>The proposed configuration of commercial zones does not conflict with the enumerated criteria. See also discussion of areas B7 and B8 above.</p>
<i>Compact, concentrated commercial areas, or nodes, shall be preferred to diffuse, sprawling commercial areas. (SMC 23.34.072.D)</i>	Yes	<p>The proposal's intent is described in LUG-2 of Roosevelt's adopted neighborhood plan: "Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed use and commercial development along the commercial arterials that extend from the core." The proposal concentrates the commercial area around the light rail station, meeting this criterion.</p>

Criterion	Met?	Analysis – Roosevelt-wide
<i>The preservation and improvement of existing commercial areas shall be preferred to the creation of new business districts. (SMC 23.34.072.E)</i>	Yes	The proposal does not create a new business district – rather, it would supplement an existing neighborhood commercial core, with the intent of increasing its proximal customer base and allowing for enhanced access to its urban amenities, as anticipated in SMC 23.34.072.E.

### **Zone Specific Rezone Criteria**

This section of the rezone analysis reviews each of the 25 proposed individual rezones according to the specific functional and locational criteria for the proposed zoning designation. According to the rezone criteria 23.34.008, the characteristics of the area proposed for rezone should match the locational criteria of the proposed zone better than any other zoning designation.

Where applicable, this analysis reviews the locational criteria of the City's new Lowrise Multifamily (LR) zoning designations as per Ordinance 123495, which became effective on April 19, 2011.

As discussed in Section VI of this report a number of the proposed rezones will apply Chapter 23.58A incentive zoning provisions. The system of incentive zoning provisions will allow for development according to the proposed new zoning designation for projects participating in the incentive zoning program. The proposed zoning designation controls the form and scale of new development independent of incentive zoning. Therefore incentive zoning suffixes are not included in the analysis of the criteria.

### **North Commercial Core**

This first set of rezone areas for review are within the north commercial core, considered the area north of NE 65<sup>th</sup> St. and west of 12<sup>th</sup> Ave. NE. These are the areas denoted on Map 1 with an "A" prefix.



**Rezone Proposal: Single-Family 5000 (SF 5000) to / Lowrise 3 (LR3)**

- West 2/3 of the block between NE 67<sup>th</sup> & 68<sup>th</sup> Streets, Roosevelt Way NE & 8<sup>th</sup> Ave NE
- 19 parcels

**Existing Conditions**

- This area is a mixed single family and small scale multifamily neighborhood and is comprised of a range of detached housing structures on small lots.
- Calvary Church and its parking lot occupy the full block to the north across NE 68<sup>th</sup> St.
- Interstate 5 and the Lake City Way off-ramp are located directly west of the area.

The proposed rezone must meet the general functional and locational criteria of the LR3 zone.

Criterion	Met?	Analysis – Area A1
<p><i>1. The area is either:</i></p> <p><i>a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i></p> <p><i>b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	Yes	Area A1 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.
<p><i>2. The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)</i></p>	Yes	Area A1 is directly adjacent to a proposed LR2 / NC3P-65 zone, within 100' of an existing NC365 zone. The 65' heights of the NC3-65 zone are comparable to the height of 40' for LR3 within an urban village.

3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)	No	The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone. However the transitions are appropriate and do not create any abrupt edges since under the proposal A1 is bordered by other LR3 zones, a more intensive NC3 -65 zones, the Calvary Baptist parking facility, and the I-5 interstate ramp.
4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)	Yes	Adjacent NE 67 <sup>th</sup> St. and NE 68 <sup>th</sup> St. are two way streets with parking on both sides. Adjacent 8 <sup>th</sup> Ave. NE is a minor arterial roadway with two way travel and parking on one side.
5. The area is well served by public transit; (SMC 23.34.014.B.5)	Yes	The area has excellent transit service including 8 bus routes on NE 65 <sup>th</sup> St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12 <sup>th</sup> Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station.
6. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)	Yes	Area A1 has direct access to 8 <sup>th</sup> Ave. NE a minor arterial. Area A1 has access to Roosevelt Way NE, a principal arterial, without passing through a lower density zone.
7. The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)	Yes	The area is supported by existing facilities and services including numerous retail establishments on NE 65 <sup>th</sup> St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.
<b>Conclusion:</b> DPD determines that Area A1 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.		

A2

**Rezone Proposal: Lowrise 1 (LR1) to Lowrise 3 (LR3)**

- West 2/3 of NE 67<sup>th</sup> St's south block face, between Roosevelt Way NE & 8<sup>th</sup> Ave NE
- 11 parcels

**Existing Conditions**

- Some existing single family homes mixed with multifamily structures
- An existing 9 units apartment, the Roosevelt Apartments
- 2 townhouse developments with 4 units and 3 units respectively
- A platting pattern of small lots in the range of 5,000 sf.

The proposed rezone must the general locational criteria of the LR3 zone.

Criterion	Met?	Analysis – Area A2
<p><i>1. The area is either:</i></p> <p><i>a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i></p> <p><i>b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	Yes	Area A2 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.
<p><i>2. The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)</i></p>	Yes	Area A2 is directly adjacent to a proposed NC3P-65 zone, and is within 100' of an existing NC365 zone. The 65' heights of the NC3-65 zone are comparable to the height of 40' for LR3 within an urban village.

3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)	No	The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone. However the transitions are appropriate and do not create any abrupt edges since under the proposal area A2 is bordered by other LR3 zones, a more intensive NC3P -65 zones, and the I-5 interstate ramp.
4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)	Yes	Adjacent NE 67 <sup>th</sup> St. is a two way street with parking on both sides. Adjacent 8 <sup>th</sup> Ave. NE is a minor arterial roadway with two way travel and parking on one side.
5. The area is well served by public transit; (SMC 23.34.014.B.5)	Yes	The area has excellent transit service including 8 bus routes on NE 65 <sup>th</sup> St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12 <sup>th</sup> Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station.
6. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)	Yes	Area A2 has direct access to 8 <sup>th</sup> Ave. NE a minor arterial. Area A2 has access to Roosevelt Way NE, a principal arterial, without passing through a lower density zone.
7. The area well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)	Yes	The area is supported by existing facilities and services including numerous retail establishments on NE 65 <sup>th</sup> St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.
<b>Conclusion:</b> DPD determines that Area A2 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.		



A3

**Rezone Proposal: Lowrise 2 (LR2) to Lowrise 3 (LR3)**

- West 2/3 of NE 66<sup>th</sup> St's north block face, between Roosevelt Way NE & 8<sup>th</sup> Ave NE
- 13 parcels

**Conditions**

- Mix of single family structures and lowrise multifamily structures
- Recent development projects of townhouses in the area

The proposed rezone must the general locational criteria of the LR3 zone.

Criterion	Met?	Analysis – Area A3
<p><i>1. The area is either:</i></p> <p><i>a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i></p> <p><i>b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	Yes	Area A3 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.
<p><i>2. The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)</i></p>	Yes	Area A3 is directly adjacent to a proposed NC3P-65 zone, within 100' of an existing NC3-65 zone. The 65' heights of the NC3-65 zone are comparable to the height of 40' for LR3 within an urban village.

3. <i>The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)</i>	No	The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone. However the transitions are appropriate and do not create any abrupt edges since under the proposal A3 is bordered by other LR3 zones, a more intensive NC3 -65 zones, and the I-5 interstate ramp.
4. <i>The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)</i>	Yes	Adjacent NE 66 <sup>th</sup> St. is a minor arterial roadway with two way travel and parking on one side.
5. <i>The area is well served by public transit; (SMC 23.34.014.B.5)</i>	Yes	The area has excellent transit service including 8 bus routes on NE 65 <sup>th</sup> St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12 <sup>th</sup> Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station.
6. <i>The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)</i>	Yes	Area A3 has direct access to 8 <sup>th</sup> Ave. NE a minor arterial. Area A3 has access to Roosevelt Way NE, a principal arterial, and NE 65 <sup>th</sup> St., a principal arterial without passing through a lower intensity zone.
7. <i>The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)</i>	Yes	The area is supported by existing facilities and services including numerous retail establishments on NE 65 <sup>th</sup> St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.
<b>Conclusion:</b> DPD determines that Area A3 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.		

**A4**

**Rezone Proposal: Lowrise 2 (LR2) to / Neighborhood Commercial 3 with a 65' height limit (NC3-65)**

- South side of NE 66<sup>th</sup> St, from Weedin Pl NE east to midblock.
- 13 parcels

**Existing Conditions**

- Mix of existing SF homes and some lowrise multifamily structures
- Recent development of a 3-unit townhouse
- Adjacent at the midblock to existing NC3 zoning, which faces onto NE 65<sup>th</sup> St.

The proposed rezone must meet the general functional and locational criteria of the NC3 zone.

Criterion	Met?	Analysis – Area A4
<i>To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the A4 area to NC3-65 enables the NC3-65 zone to encompass a full block depth. The size and configuration of parcels on the block can accommodate a variety of sizes and types of retail.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 66 <sup>th</sup> St. The scale, configuration of the roadway and sidewalk and grade are conducive to such development.

Criterion	Met?	Analysis – Area A4
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the high school and other destinations in the neighborhood help enable intense pedestrian activity.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 <sup>th</sup> St. and Roosevelt Way NE allowing shoppers to walk from store to store.
<i>5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a hub urban village, a residential urban village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
<i>2. Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	Principal arterials nearby in the neighborhood include NE 65 <sup>th</sup> St. which is a half block from the site, and Roosevelt Way NE and 12 <sup>th</sup> Ave NE. The rezone proposal would create a contiguous NC3-65 zone abutting NE 65 <sup>th</sup> St.
<i>3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</i>	Yes	As proposed, the expanded NC3-65 zone would be separated from low-density residential zones by an LR3 zone, the highest intensity lowrise residential zone.

Criterion	Met?	Analysis – Area A4
4. <i>Excellent transit service. (SMC 23.34.072.B.4)</i>	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020.
<b>Conclusion:</b> DPD determines that Area A4 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.		

A5

**Proposed Rezone: Lowrise 2 Residential Commercial (LR2 RC) to Neighborhood Commercial 3 with a pedestrian designation and a 65' height limit (NC3P-65)**

- Midblock properties, from the south side of NE 67<sup>th</sup> St to the S side of NE 66<sup>th</sup> St.
- 8 properties

**Existing Conditions**

- Mix of existing single family structures and small multifamily structures
- Directly abuts existing NC3-65 zoning, which faces Roosevelt Way NE and is developed with commercial and mixed use buildings
- Some recent development of townhouses in this area

The proposed rezone must meet the general functional and locational criteria of the NC3 zone. For discussion of the inclusion of the Pedestrian designation see page 30.

Criterion	Met?	Analysis – Area A5
<i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.

Criterion	Met?	Analysis – Area A5
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the A5 area to NC3P-65 enables the NC3P-65 zone to encompass a deeper lot depth from Roosevelt Way NE. The size and configuration of parcels on the resulting block can accommodate a variety of sizes and types of retail.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 66 <sup>th</sup> St., and NE 67 <sup>th</sup> St. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School and other destinations in the neighborhood help enable intense pedestrian activity.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 <sup>th</sup> St. and Roosevelt Way NE allowing shoppers to walk from store to store.
<i>5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.

Criterion	Met?	Analysis – Area A5
2. Served by principal arterial; (SMC 23.34.072.B.2)	Yes	Principal arterials nearby in the neighborhood include NE 65 <sup>th</sup> St. and Roosevelt Way NE, which would both be within a half block of the area. The proposed rezone would create a contiguous NC3P-65 zone abutting NE 65 <sup>th</sup> St. and Roosevelt Way NE.
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	As proposed, the expanded NC3P-65 zone would be separated from low-density residential zones by an LR3 zone, the highest intensity lowrise residential zone.
4. Excellent transit service. (SMC 23.34.072.B.4)	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020.
<b>Conclusion:</b> DPD determines that Area A5 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-65 zone.		

A6

**Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 3 with a Pedestrian designation and a 65' height limit (NC3P-65).**

- Midblock properties, between NE 68<sup>th</sup> St and NE 67<sup>th</sup> St.
- 8 properties

**Existing Conditions**

- A mix of a few existing single family homes and recent townhouse development
- 5 unit lots recently developed as townhomes

The proposed rezone must meet the general functional and locational criteria of the NC3 zone. For discussion of the inclusion of the Pedestrian designation see page 30.

Criterion	Met?	Analysis – Area A6
<i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the A6 area to NC3P-65 enables the NC3P-65 zone to encompass a deeper lot depth from Roosevelt Way NE. The size and configuration of parcels on the resulting block can accommodate a variety of sizes and types of retail.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 68 <sup>th</sup> St., NE 67 <sup>th</sup> St. and Roosevelt Way NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School and other destinations in the neighborhood help enable intense pedestrian activity.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 <sup>th</sup> St. and Roosevelt Way NE allowing shoppers to walk from store to store.



Criterion	Met?	Analysis – Area A6
<i>5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
<i>2. Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	Principal arterials nearby in the neighborhood include Roosevelt Way NE which would be within a half block of the area. The proposed rezone would create a contiguous NC3P-65 zone abutting Roosevelt Way NE.
<i>3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</i>	Yes	As proposed, the expanded NC3P-65 zone would be separated from low-density residential zones by an LR3 zone, the highest intensity lowrise residential zone.
<i>4. Excellent transit service. (SMC 23.34.072.B.4)</i>	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020.
<b>Conclusion:</b> DPD determines that Area A6 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-65 zone.		

**A7 Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 2 with a 40' height limit (NC2-40)**

- Midblock between NE 68<sup>th</sup> St and NE 69<sup>th</sup> St
- A portion of 1 large parcel of land

**Existing Conditions**

- The affected parcel of land is owned by Calvary Baptist Church and is currently used as parking adjacent to the church facility.
- The church structure is immediately west of the area and has a zone designation of single-family 5000, though it is solely a church use.
- The area abutting to the east is existing NC2 zoned land in a parking use by the church.

The proposed rezone must meet the general functional and locational criteria of the NC2 zone.

Criterion	Met?	Analysis – Area A7
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The nearby area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example a grocery store and a bank branch are located within two blocks. In addition a variety of housing within small apartment structures and townhouses is located in the blocks adjacent the area.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	The proposal would extend the existing NC2-40 designation deeper into the block from Roosevelt Way NE. The size and configuration of the resulting NC2 area as well as grade and physical conditions would accommodate a variety of small to medium sized neighborhood serving business spaces.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 69 <sup>th</sup> St., NE 68 <sup>th</sup> St. and Roosevelt Way NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.

Criterion	Met?	Analysis – Area A7
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Abutting NE 68 <sup>th</sup> St. and NE 69 <sup>th</sup> St. are non-arterial roadways with a pleasant local character attractive to pedestrians. Sidewalks and planting strips are in place along with several existing mature trees.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially Roosevelt Way NE and NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1.)</i>	Yes	Area A7 is adjacent to an extension of the Roosevelt Residential Urban Village's primary business district. It abuts an existing NC2 zone which extends for several blocks along Roosevelt Way NE.
<i>Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2.)</i>	Yes	The proposed rezone of A7 to NC2 would create a contiguous NC2 area on a single parcel of land abutting Roosevelt Way NE, a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	Yes	There are no strong edges, such as topographic breaks, major arterials, or large open spaces.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	No	The area is part of a single, large parcel that encompasses an entire block.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	No	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020.
<b>Conclusion:</b> DPD determines that Area A7 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2-40 zone.		

A8

**Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 2 with a 40' height limit (NC2-40)**

- Midblock between north of NE 69<sup>th</sup> St
- 1 parcel of land

**Existing Conditions**

- The affected parcel of land is owned by Calvary Baptist Church and is currently used as overflow parking. There are no structures on the site.
- The site is immediately west of an area zoned single-family 5000 containing existing single family homes.
- The area abutting to the east is existing NC2 zoned land containing an existing small apartment building.

The proposed rezone must meet the general functional and locational criteria of the NC2 zone.

Criterion	Met?	Analysis – Area A8
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The nearby area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example a grocery store and a bank branch are located within two blocks. In addition a variety of housing including a small apartment structure directly adjacent to the area A8 and other townhouses in the area are nearby.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	The proposal would extend the existing NC2-40 designation deeper into the block from Roosevelt Way NE. The size and configuration of the resulting NC2 area as well as grade and physical conditions would accommodate a variety of small to medium sized neighborhood serving business spaces.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 69 <sup>th</sup> St. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.

Criterion	Met?	Analysis – Area A8
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Abutting NE 69 <sup>th</sup> St. is a non-arterial roadway with a pleasant local character attractive to pedestrians. Sidewalks and planting strips are in place.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially Roosevelt Way NE and NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1.)</i>	Yes	Area A8 is adjacent to an extension of the Roosevelt Residential Urban Village's primary business district. It abuts an existing NC2 zone which extends for several blocks along Roosevelt Way NE.
<i>Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2.)</i>	No	The proposed rezone of A8 to NC2 would not be located directly on a principal or minor arterial street. However, the principal arterial Roosevelt Way NE is less than a half block away from the area.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	Yes	There are no strong edges, such as topographic breaks, major arterials, or large open spaces.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	No	The area is a single parcel that encompasses a portion of a block.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020.
<b>Conclusion:</b> DPD determines that Area A8 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2-40 zone.		

A9

**Rezone Proposal: Neighborhood Commercial 2 with a 40' height limit (NC2-40) to Neighborhood Commercial 3 with a Pedestrian designation and a 65' height limit (NC3P-65)**

- SW & SE corners of Roosevelt Way NE & NE 68<sup>th</sup> St.
- Three parcels

**Existing Conditions**

- Includes single story automotive service and supply shops on both corners of NE 68<sup>th</sup> St. and Roosevelt Way NE.
- Includes one existing single family structure
- Adjacent to the 88 unit Roosevelt Apartments located in two buildings built in 1988 within existing NC3-65 zoning designation
- Adjacent to the 30-unit North Towne Manor built in 1958 within existing NC3-65 zoning designation

The proposed rezone must meet the general functional and locational criteria of the NC3 zone. For discussion of the inclusion of the Pedestrian designation see page 30.

Criterion	Met?	Analysis – Area A9
<i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the A9 area to NC3P-65 enables the NC3P-65 zone to encompass a full block front along Roosevelt Way NE between NE 67 <sup>th</sup> St. and NE 68 <sup>th</sup> St. The size and configuration of parcels on the resulting blocks can accommodate a variety of sizes and types of retail.

Criterion	Met?	Analysis – Area A9
2. <i>[can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on Roosevelt Way NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School and other destinations in the neighborhood help enable intense pedestrian activity.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 <sup>th</sup> St. and Roosevelt Way NE allowing shoppers to walk from store to store.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 less than a block from the area.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	The proposed rezone faces directly onto Roosevelt Way NE an principal arterial.

Criterion	Met?	Analysis – Area A9
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	As proposed, the expanded NC3-65 zone would be separated from low-density residential zones by a LR3 zone to the west, an existing NC2-40 zone to the north, and an LR3 zone to the east.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 less than a block from the area.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area A9 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-65 zone.		

A10

**Rezone Proposal: Single-Family 5000 (SF 5000) to Lowrise 3 (LR3)**

- 6 parcels
- Located at the southwest corner of NE 68<sup>th</sup> St. and 12<sup>th</sup> Ave. NE

**Existing Conditions**

- Existing mix of single family structures
- Directly across 12<sup>th</sup> Ave NE from the Roosevelt HS athletic field
- Adjacent to existing NC3-65 zoning and proposed NC3-65 zoning to the south
- Directly across NE 68<sup>th</sup> St. from SF 5000 zoning with existing single family homes.

The proposed rezone must meet the general functional and locational criteria of the Lowrise 3 zone.



Criterion	Met?	Analysis – Area A3
<p><i>1. The area is either:</i></p> <p><i>a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i></p> <p><i>b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	Yes	Area A10 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.
<p><i>2. The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)</i></p>	Yes	Area A10 is directly north of an existing NC3-65 zone, and adjacent to a proposed NC3P-65 zone to the west. The 65' heights of the NC3-65 zone is comparable to the height of 40' allowed for LR3 within an urban village.
<p><i>3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)</i></p>	No	The area would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone.
<p><i>4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)</i></p>	Yes	Adjacent NE 68 <sup>th</sup> St. is a two way street with parking on both sides. Adjacent 12 <sup>th</sup> Ave. NE is a principal arterial with three lanes of one-way vehicle traffic and parking on one side of the street.

5. The area is well served by public transit; (SMC 23.34.014.B.5)	Yes	The area has excellent transit service including 8 bus routes on NE 65 <sup>th</sup> St., 3 Bus routes on Roosevelt Way NE, and 4 bus routes on 12 <sup>th</sup> Ave. NE all within several blocks. The urban village will also include the planned Sound Transit light rail station less than half a block from the site.
6. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)	Yes	Area A10 has direct access to 12 <sup>th</sup> Ave. NE a principal arterial.
7. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)	Yes	The area is supported by existing facilities and services including numerous retail establishments on NE 65 <sup>th</sup> St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the LR3 zone, and meets 6 of 7 locational criteria. DPD determines that Area A10 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.		

## South/Southeast Roosevelt

The following section of the report evaluates rezone proposals in the South / Southeast portion of the Roosevelt urban village, which are grouped primarily along the north and south sides of NE 65<sup>th</sup> St. These rezone proposals are preceded by "B" prefix on Figure 2.

### B1

**Rezone Proposal: Neighborhood Commercial 2 with a 40' height limit (NC2-40) to Neighborhood Commercial 2 with a Pedestrian designation and a 65' height limit (NC2P-65).**

- East side of 12<sup>th</sup> Ave NE between NE 64<sup>th</sup> & 65<sup>th</sup> Streets.
- 4 parcels

#### **Existing Conditions**

- Existing single story homes.
- Existing one story automobile oil change business.

The proposed rezone does not change the existing Neighborhood Commercial 2 zone so evaluation of functional and locational criteria is not required. The proposed change is to raise the height limit from 40'

to 65'. This change is evaluated against criteria in SMC 23.34.009 setting height limits. See the height limit criteria analysis on page 23, which includes specific information related to this area.

**B2**

**Rezone Proposal: Neighborhood Commercial 1 with a 40' height limit (NC1-40) to Neighborhood Commercial 2 with a 65' height limit (NC2-65).**

- South side of NE 66<sup>th</sup> St. between 12<sup>th</sup> & 14<sup>th</sup> Aves NE
- 10 parcels spanning two blocks
- North half of two city blocks

**Existing Conditions**

- A mix of existing single family and duplex / triplex structures and vacant properties
- Property between 12<sup>th</sup> & Brooklyn Aves NE is largely vacant and in single ownership
- Directly across NE 66<sup>th</sup> St. from the Roosevelt High School athletic fields

The proposed rezone must meet the functional and locational criteria of the NC2 zone. For a discussion of the inclusion of the P designation see page 30.

Criterion	Met?	Analysis – Area B2
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	<p>The area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base.</p> <p>This rezone proposal would facilitate a broader range of commercial uses in the vicinity of Roosevelt High School and NE 65<sup>th</sup> St.</p>
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	<p>This area is within the Roosevelt neighborhood's primary business district, within the residential urban village. It abuts an existing NC2 zone which straddles NE 65<sup>th</sup> St to the east of 12<sup>th</sup> Ave NE. A variety of small shops and business are located within the surrounding blocks.</p>
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	<p>The abutting NE 66<sup>th</sup> St. is a non-arterial roadway with a pleasant local character attractive to pedestrians across from athletic fields. Sidewalks and planting strips are in place. 12<sup>th</sup> Ave. NE is a principal arterial with existing sidewalks and street trees. Storefronts could be built to property lines on both streets.</p>

Criterion	Met?	Analysis – Area B2
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B2 is within the Roosevelt Residential Urban Village's primary business district. It abuts existing NC2 and NC3 zoning with a variety of stores and services within walking distance. Streetscapes are improved with sidewalks planting strips and street trees.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially Roosevelt Way NE and NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1.)</i>	Yes	Area B2 is within the Roosevelt Residential Urban Village's primary business district.
<i>Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2.)</i>	Yes	The rezone proposal abuts 12 <sup>th</sup> Ave. NE a principal arterial. The principal arterial Roosevelt Way NE is less than a half block away from the area.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 zone would have a strong buffer to the north – Roosevelt High School.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is a mix of small and medium sized parcels including single family structures and vacant lands. Parcels could be combined in a variety of sizes for development.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 within a block of the site.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC2 zone, and meets 4 of 5 locational criteria. DPD determines that Area B2 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-40 zone.		

**B3**

**Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 2 with a Pedestrian designation and a 65' height limit (NC2P-65).**

- North side of NE 65<sup>th</sup> St, between Brooklyn Ave NE & 14<sup>th</sup> Ave NE and the NE corner 14<sup>th</sup> Ave NE and NE 65<sup>th</sup> St
- 10 parcels

**Existing Conditions**

- Primarily vacant lands with a few existing structures in disrepair
- Location directly fronting onto NE 65<sup>th</sup> St. a principal arterial
- Properties in single ownership

The proposed rezone must meet the functional and locational criteria of the NC2 zone. For a discussion of the inclusion of the P designation see page 30.

Criterion	Met?	Analysis – Area B3
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	<p>The area has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base.</p> <p>This rezone proposal would facilitate a broader range of commercial uses along principal arterial NE 65<sup>th</sup> St.</p>
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	<p>This area is within the Roosevelt neighborhood's primary business district, within the residential urban village. It abuts existing NC2 zones to the east and the west. A variety of small shops and business are located within the surrounding blocks.</p>
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	<p>The abutting NE 65<sup>th</sup> St. is a principal arterial roadway which already serves as a main street for local businesses in the neighborhood. Sidewalks and street trees are in place. Storefronts could be built to the property line on NE 65<sup>th</sup> St. continuing the pattern of other storefronts on the street in the blocks to the west.</p>

Criterion	Met?	Analysis – Area B3
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B3 is within the Roosevelt Residential Urban Village's primary business district. It abuts existing NC zones with a variety of stores and services within walking distance. Streetscapes are improved with sidewalks and street trees.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1.)</i>	Yes	Area B3 is within the Roosevelt Residential Urban Village's primary business district.
<i>Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2.)</i>	Yes	The rezone proposal abuts NE 65 <sup>th</sup> St. a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 would have a strong edge – NE 65 <sup>th</sup> St. – between it and residential areas.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is a mix of small and medium sized parcels including vacant lands. Parcels could be combined in a variety of sizes for development.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 within a block of the site.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC2 zone, and meets 4 of 5 locational criteria. DPD determines that Area B3 generally meets the functional and locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-65 zone.		

**B4**

**Single-Family 5000 (SF 5000) to Lowrise 2 (LR2)**

- W side of 15<sup>th</sup> Ave NE, midblock between NE 65<sup>th</sup> St & NE 63<sup>rd</sup> St
- 3 parcels

**Existing Conditions**

- Surrounded on three sides by single family zoned parcels
- Abuts the edge of the Residential Urban Village
- Located on 15<sup>th</sup> Ave. NE, a minor arterial
- Existing single family structures in rental use
- Adjacent bus stops on NE 15<sup>th</sup> and NE 65<sup>th</sup> St

The proposed rezone must meet the functional and locational criteria of the LR2 zone.

Criterion	Met?	Analysis – Area B4
<i>The dual functions of the LR2 zone are to:</i>		
<i>1. Provide opportunities for a variety of multifamily housing types in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures; and (SMC 23.34.018.A.1)</i>	Yes	The Proposed rezone of area B4 to LR2 would provide an opportunity for multifamily housing along NE 15 <sup>th</sup> Ave., a minor arterial, where there is a mix of small scale residential structures. An existing lowrise multifamily apartment is to the north of the area and a variety of single family homes are to the south.
<i>2. Accommodate redevelopment in areas within urban centers, urban villages, and Station Area Overlay Districts in order to establish multifamily neighborhoods of low scale and density. (SMC 23.34.018.A.2)</i>	Yes	The proposal is within the Roosevelt Residential Urban Village and it would help establish a multifamily neighborhood of small scale.
<i>The LR2 zone is most appropriate in areas generally characterized by the following conditions: (SMC 23.34.018.B)</i>		
<i>1. The area is either:</i>  <i>a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of small scale and density; or (SMC 23.34.018.B.1)</i>	Yes	The proposal is within the Roosevelt Residential Urban Village and it would help establish a multifamily neighborhood of small scale.

Criterion	Met?	Analysis – Area B4
<i>2. The area is characterized by local access and circulation conditions that accommodate low density multifamily development; (SMC 23.34.018.B.2)</i>	Yes	The proposal is located on a minor arterial roadway, 15 <sup>th</sup> Ave. NE, and is served by alley access to the south and east.
<i>3. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; and (SMC 23.34.018.B.3)</i>	Yes	The proposal is located on a minor arterial roadway, 15 <sup>th</sup> Ave. NE.
<i>4. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.018.B.4)</i>	Yes	The area is supported by existing facilities and services including numerous retail establishments on NE 65 <sup>th</sup> St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the LR2 zone, and meets all of the locational criteria. DPD determines that Area B4 generally meets the functional and locational criteria of the LR2 zone and therefore is appropriate for the proposed LR2 zone.		



**Lowrise 1(LR1) to Neighborhood Commercial 2 with a Pedestrian designation and a 40' height limit. (NC2P-40)**

- South side of NE 65<sup>th</sup> St, from 14<sup>th</sup> Ave NE. to the midblock alley
- 2 parcels

**Existing Conditions**

- Existing single family structures
- NE 65<sup>th</sup> St is a principal arterial
- Adjacent to existing lowrise multifamily



The proposed rezone must meet the functional and locational criteria of the NC2 zone. For discussion of the Pedestrian designation see 30.

Criterion	Met?	Analysis – Area B5
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The vicinity has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. Roosevelt square for example is within two blocks of the area, including a grocery store, drug store and a variety of goods and services. This rezone proposal would facilitate a broader range of commercial uses along principal arterial NE 65 <sup>th</sup> St.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	This area is within the Roosevelt neighborhood's primary business district, within the residential urban village. A variety of small shops and business are located within the surrounding blocks especially along NE 65 <sup>th</sup> St. The site sizes and configuration could accommodate a variety of small to medium retail businesses fronting onto NE 65 <sup>th</sup> St.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	The abutting NE 65 <sup>th</sup> St. is a principal arterial roadway which already serves as a main street for local businesses in the neighborhood. Sidewalks and street trees are in place. Storefronts could be built to the property line on NE 65 <sup>th</sup> St. continuing the pattern of other storefronts on the street in the blocks to the west.
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B5 is within the Roosevelt Residential Urban Village's primary business district. It abuts existing NC zones with a variety of stores and services within walking distance. The streetscapes is already improved with a sidewalks and planting strip.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		

Criterion	Met?	Analysis – Area B5
<i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1.)</i>	Yes	Area B5 is within the Roosevelt Residential Urban Village's primary business district, although the area is on the periphery of this business district.
<i>Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2.)</i>	Yes	The rezone proposal abuts NE 65 <sup>th</sup> St. a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 zone does not have a strong edge or buffer to its south for a transition to low density residential areas.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is two parcels totaling approximately 8,300sf, which reflects small to medium parcel size appropriate for NC2 scale development.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 within a block of the site.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC2 zone, and meets all of the locational criteria. DPD determines that Area B5 meets the functional criteria and four 4 of 5 of the locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-40 zone.		

**B6**

**Lowrise 1 (LR1) to Neighborhood Commercial 1 with a Pedestrian designation and a 40' height limit (NC1P-40)**

- 2 parcels, each one 40' deep from the NE 65<sup>th</sup> St frontage
- Abutting 14<sup>th</sup> Ave. NE and Brooklyn Aves NE

**Existing Conditions**

- Two existing single family structures fronting NE 65<sup>th</sup> St.
- Existing single family neighborhood abutting to the south
- Adjacent parcels directly to the south are also proposed for rezone to NC1P-40.

The proposed rezone must meet the functional and locational criteria of the NC1 zone. For discussion of the Pedestrian designation see Page 30.

Criterion	Met?	Analysis – Area B6
<i>To support or encourage a small shopping area that provides primarily convenience retail sales and services to the adjoining residential neighborhood, where the following characteristics can be achieved: (SMC 23.34.074.A)</i>		
<i>A variety of small neighborhood-serving businesses; (SMC 23.34.074.A.1)</i>	Yes	The Area B6 rezone to NC1 would create an area of NC zoning fronting onto NE 65 <sup>th</sup> St. with a depth of 80' when combined with the B7 area. This lot depth could accommodate redevelopment with frontage onto NE 65 <sup>th</sup> St., which could house a variety of neighborhood-serving business spaces.
<i>Continuous storefronts built to the front lot line; (SMC 23.34.074.A.2)</i>	Yes	The Area B6 rezone to NC1 would create an area of NC zoning fronting onto NE 65 <sup>th</sup> St. with a depth of 80' when combined with the B7 area. This lot depth could accommodate redevelopment with frontage onto NE 65 <sup>th</sup> St., which could house continuous storefronts built to the front property line on NE 65 <sup>th</sup> St.
<i>An atmosphere attractive to pedestrians; (SMC 23.34.074.A.3)</i>	Yes	NE 65 <sup>th</sup> St. is already a neighborhood commercial main street within the Roosevelt Residential urban village. The street has ample sidewalks and street trees.
<i>Shoppers walk from store to store. (SMC 23.34.074.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. to the east allowing shoppers to walk from store to store.
<i>A Neighborhood Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.074.B)</i>		
<i>1. Outside of urban centers and urban villages, or within urban centers or urban villages where isolated or peripheral to the primary business district and adjacent to low-density residential areas; (SMC 23.34.074.B.1)</i>	Yes	The proposal is within a Residential Urban Village and it is adjacent to an existing low density residential area to the south. The area is peripheral to the village's primary business district, since the larger areas of NC zoning and existing concentrations of businesses are further to the east along NE 65 <sup>th</sup> St.

Criterion	Met?	Analysis – Area B6
<i>2. Located on streets with limited capacity, such as collector arterials; (SMC 23.34.074.B.2)</i>	Yes	The proposal is located directly on a principal arterial roadway. Access to new development would likely be provided via the local streets to NE 65 <sup>th</sup> St. This combination of roadway access meets the description of limited capacity.
<i>No physical edges to buffer the residential areas; (SMC 23.34.074.B.3)</i>	Yes	The rezone of this B6 area would be buffered by another parcel of proposed NC1 zone before the single family neighborhood to the south.
<i>Small parcel sizes; (SMC 23.34.074.B.4)</i>	Yes	The parcel sizes are small, 40' wide by 120' deep lots.
<i>Limited transit service. (SMC 23.34.074.B.5)</i>	No	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 within several blocks of the site.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC1 zone, and meets 4 out of 5 of the locational criteria. DPD determines that Area B6 generally meets the functional and locational criteria of the NC1 zone and therefore is appropriate for the proposed SF NC1P-40 zone.		



**Single-Family 5000 (SF 5000) to Neighborhood Commercial 1 with a Pedestrian designation and a 40' height limit (NC1P-40)**

- 2 parcels, each one 40' parcel depth removed from the NE 65<sup>th</sup> St
- Abutting 14<sup>th</sup> Ave. NE and Brooklyn Aves NE

**Existing Conditions**

- Two existing single family structures, set one parcel back from NE 65<sup>th</sup> St.
- Intervening parcels between the B7 area and NE 65<sup>th</sup> St. are only 40' deep
- The eastern property appears to be well maintained, the western property appears to be abandoned and in poor repair.
- Existing single family neighborhood abutting to the south
- Existing Lowrise zoning directly to the north along NE 65<sup>th</sup> St. is also proposed for rezone to NC1P-40.

The proposed rezone must meet the functional and locational criteria of the NC1 zone. For discussion of the Pedestrian designation see Page 30.

Criterion	Met?	Analysis – Area B7
<i>To support or encourage a small shopping area that provides primarily convenience retail sales and services to the adjoining residential neighborhood, where the following characteristics can be achieved: (SMC 23.34.074.A)</i>		
<i>A variety of small neighborhood-serving businesses; (SMC 23.34.074.A.1)</i>	Yes	The Area B7 rezone to NC1 would create an area of NC zoning fronting onto NE 65 <sup>th</sup> St. with a depth of 80'. This lot depth could accommodate redevelopment with frontage onto NE 65 <sup>th</sup> St., which could accommodate a variety of neighborhood-serving business spaces.
<i>Continuous storefronts built to the front lot line; (SMC 23.34.074.A.2)</i>	Yes	The Area B7 rezone to NC1 would create an area of NC zoning fronting onto NE 65 <sup>th</sup> St. with a depth of 80'. This lot depth could accommodate redevelopment with frontage onto NE 65 <sup>th</sup> St., which could accommodate a continuous storefronts built to the front property line on NE 65 <sup>th</sup> St.
<i>An atmosphere attractive to pedestrians; (SMC 23.34.074.A.3)</i>	Yes	NE 65 <sup>th</sup> St. is already a neighborhood commercial main street within the Roosevelt Residential urban village. The street has ample sidewalks and street trees.
<i>Shoppers walk from store to store. (SMC 23.34.074.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. to the east allowing shoppers to walk from store to store.
<i>A Neighborhood Commercial 1 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.074.B)</i>		
<i>1. Outside of urban centers and urban villages, or within urban centers or urban villages where isolated or peripheral to the primary business district and adjacent to low-density residential areas; (SMC 23.34.074.B.1)</i>	Yes	The proposal is within a Residential Urban Village and it is adjacent to an existing low density residential area to the south. The area is peripheral to the village's primary business district, since the larger areas of NC zoning and existing concentrations of businesses are further to the east along NE 65 <sup>th</sup> St.

Criterion	Met?	Analysis – Area B7
<i>2. Located on streets with limited capacity, such as collector arterials; (SMC 23.34.074.B.2)</i>	Yes	The proposal is located directly on local non-arterial streets but is just 40' away from a principal arterial roadway. Access to new development would likely be provided via the local streets to NE 65 <sup>th</sup> St. This combination of roadway access meets the description of limited capacity.
<i>No physical edges to buffer the residential areas; (SMC 23.34.074.B.3)</i>	Yes	There is no strong edge or buffer between the proposed NC1 zone and the single family neighborhood to the south.
<i>Small parcel sizes; (SMC 23.34.074.B.4)</i>	Yes	The parcel sizes are small, 40' wide by 120' deep lots.
<i>Limited transit service. (SMC 23.34.074.B.5)</i>	No	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 within several blocks of the site.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC1 zone, and meets 4 out of 5 of the locational criteria. DPD determines that Area B7 generally meets the functional and locational criteria of the NC1 zone and therefore is appropriate for the proposed SF NC1P-40 zone.		

**B8**

**Single-family 5000 (SF 5000) to Neighborhood Commercial 2 with a Pedestrian designation and a 40' height limit. (NC2P-40)**

- Brooklyn Ave. NE to the midblock alley, one parcel removed from NE 65<sup>th</sup> St.
- 1 parcel

**Existing Conditions**

- Existing single family structure
- NE 65<sup>th</sup> St is a principal arterial
- Adjacent to existing NC2-40 zoning

The proposed rezone must meet the functional and locational criteria of the NC2 zone. For discussion of the Pedestrian designation see 30.

Criterion	Met?	Analysis – Area B8
<i>(NC2) To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices. (SMC 23.34.076.A).</i>	Yes	The vicinity has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. Roosevelt square for example is within two blocks of the area, including a grocery store, drug store and a variety of goods and services. This rezone proposal would facilitate a broader range of commercial uses along principal arterial NE 65 <sup>th</sup> St.
<i>[can achieve] A variety of small to medium-sized neighborhood-serving businesses; (SMC 23.34.076.A.1.)</i>	Yes	This area is within the Roosevelt neighborhood's primary business district, within the residential urban village. A variety of small shops and business are located within the surrounding blocks especially along NE 65 <sup>th</sup> St. The site sizes and configuration could accommodate a variety of small to medium retail businesses fronting onto NE 65 <sup>th</sup> St.
<i>[can achieve] Continuous storefronts built to the front lot line; an atmosphere attractive to pedestrians; (SMC 23.34.076.A.2.)</i>	Yes	NE 65 <sup>th</sup> St., one parcel away to the north, is a principal arterial roadway which already serves as a main street for local businesses in the neighborhood. Sidewalks and street trees are in place. Storefronts could be built to the property line on NE 65 <sup>th</sup> St. continuing the pattern of other storefronts on the street in the blocks to the west.
<i>[can achieve] an atmosphere attractive to pedestrians; (SMC 23.34.076.A.3.)</i>	Yes	Area B8 is within the Roosevelt Residential Urban Village's primary business district. It abuts existing NC zones with a variety of stores and services within walking distance. The streetscapes is already improved with a sidewalks and planting strip.
<i>[can achieve] Shoppers can drive to the area, but walk from store to store. (SMC 23.34.076.A.4.)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store.
<i>Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		

Criterion	Met?	Analysis – Area B8
<i>Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (SMC 23.34.076.B.1.)</i>	Yes	Area B8 is within the Roosevelt Residential Urban Village's primary business district, although the area is on the periphery of this business district.
<i>Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (SMC 23.34.076.B.2.)</i>	Yes	The rezone proposal abuts NE 65 <sup>th</sup> St. a principal arterial.
<i>Lack of strong edges to buffer the residential areas; (SMC 23.34.076.B.3.)</i>	No	The proposed NC2 zone does not have a strong edge or buffer to its south for a transition to low density residential areas.
<i>A mix of small and medium sized parcels; (SMC 23.34.076.B.4.)</i>	Yes	The area is one parcel. However, when combined with parcels in adjacent NC2-40 zoned areas the zone is comprised of a mix of medium and small parcel sizes.
<i>Limited or moderate transit service. (SMC 23.34.076.B.4.)</i>	Yes	The area exceeds this criterion, in that excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 within a block of the site.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC2 zone. DPD determines that Area 85 meets the functional criteria and four 4 of 5 of the locational criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-40 zone.		



**B9**

**Rezone Proposal: Neighborhood Commercial 2 with a 40' height limit (NC2-40) to Neighborhood Commercial 2 with a Pedestrian designation and a 65' height limit (NC2P-65).**

- East side of 12<sup>th</sup> Ave NE between NE 64<sup>th</sup> & 65<sup>th</sup> Streets.
- 4 parcels

**Existing Conditions**

- 3 existing single story commercial spaces fronting NE 65<sup>th</sup> St.
- The Qwest communications building on the south 2/3 of the block is approximately 60' tall exceeding the current height limit.

The proposed rezone does not change the existing Neighborhood Commercial zone so evaluation of functional and locational criteria is not required. The proposed change is to raise the height limit from 40' to 65'. This change is evaluated against criteria in SMC 23.34.009 setting height limits. For discussion of the Pedestrian designation see Page 30.

Criterion	Met?	Analysis – Area B9
<i>A. Function of the Zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.</i>	Yes	The proposed 65' height limit is appropriate for the NC3 zone classification. The 65' height limit is not expected to displace preferred uses.
<i>B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.</i>	Yes	No view blockage is expected from the proposed height limit change. An existing structure within the area (the telecommunications facility on the south half of the block) is already approximately 60' high. The topography of the area is predominantly flat.
<i>C. Height and Scale of the Area.</i>  <i>1. The height limits established by current zoning in the area shall be given consideration.</i>  <i>2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.</i>	Yes	The proposed change raises the height limit from an existing 40' to 65'. An existing structure within the area (the telecommunications facility) is already approximately 60' high and occupies most of the block. Therefore the proposal matches existing development in this area.

Criterion	Met?	Analysis – Area B9
<p><i>D. Compatibility with Surrounding Area.</i></p> <p><i>1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.</i></p> <p><i>2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection <a href="#">23.34.008</a> D2, are present.</i></p>	Yes	<p>The proposed 65' height limit is consistent with the existing 65' height limit in the NC3 zone directly across 12<sup>th</sup> Ave. from the area. In addition, an existing structure (the telecommunications facility) is already approximately 60' high and occupies most of the block. The existing structure is in the area adjacent to the lower scaled SF 5000 zone. In the remainder of the area, the adjacency is to NC2-40, NC3-65 or proposed NC1-40 areas – a gradual transition.</p>
<p><i>E. Neighborhood Plans.</i></p> <p><i>1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.</i></p> <p><i>2. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section <a href="#">23.34.008</a>.</i></p>		<p>The policies of the Roosevelt neighborhood plan “promote the growth of the Roosevelt Urban Village in a manner that concentrates growth in the commercial core and near the light rail station...” (R-LUG2). The B9 location is within one block of the future light rail station. The increase to 65' in this location is consistent with the policy of the neighborhood plan.</p>
<p><b>Conclusion:</b> The proposal is consistent with the criteria in SMC 23.34.009 setting height limits. DPD determines that Area B9 generally meets the criteria of the NC2 zone and therefore is appropriate for the proposed NC2P-65 zone.</p>		

**B10**

**Rezone Proposal: Neighborhood Commercial 2 with a 40' height limit (NC2-40) to Neighborhood Commercial 2 with a Pedestrian designation and a 65' height limit (NC2P-65).**

- The north and east ¾ of the block between 14<sup>th</sup> and 15<sup>th</sup> Ave NE and NE 65<sup>th</sup> and 66<sup>th</sup> St.
- 5 parcels

### Existing Conditions

- Vacant lands and vacant one and two story commercial structures.

The proposed rezone does not change the existing Neighborhood Commercial 2 zone so evaluation of functional and locational criteria is not required. The proposed change is to raise the height limit from 40' to 65'. This change is evaluated against criteria in SMC 23.34.009 setting height limits. See the height limit criteria analysis on page 23, which includes specific information related to this area.

### Southwest Roosevelt



#### Rezone Proposal: Single-Family 5000 (SF 5000) to Lowrise 3 (LR3)

- Northeast corner of 8<sup>th</sup> Ave NE & NE 64<sup>th</sup> St
- 2 parcels.

### Existing Conditions

- One existing single family structure and one duplex.
- The freeway is effectively a physical buffer to the west.
- Existing single family zoning is present across NE 64<sup>th</sup> St. to the south.

The proposed rezone must meet the general functional and locational criteria of the Lowrise 3 zone.

Criterion	Met?	Analysis – Area C1
<p><i>1. The area is either:</i></p> <p><i>a. located in an urban center, urban village, or Station Area Overlay District where new development could help establish a multifamily neighborhood of moderate scale and density, except in the following urban villages: the Wallingford Residential Urban Village, the Eastlake Residential Urban Village, the Upper Queen Anne Residential Urban Village, the Morgan Junction Residential Urban Village, the Lake City Hub Urban Village, the Bitter Lake Village Hub Urban Village, and the Admiral Residential Urban Village; or</i></p> <p><i>b. located in an existing multifamily neighborhood in or near an urban center, urban village, or Station Area Overlay District, or on an arterial street, and characterized by a mix of structures of low and moderate scale; (SMC 23.34.014.B.1)</i></p>	Yes	Area C1 is within the proposed Station Area Overlay District, and could help establish multifamily neighborhood of moderate scale and density.

2. The area is near neighborhood commercial zones with comparable height and scale; (SMC 23.34.014.B.2)	Yes	Area C1 is one half block south of an existing NC3-65 zone. The 65' heights of the NC3-65 zone is comparable to the height of 40' allowed for LR3 within an urban village.
3. The area would provide a transition in scale between LR1 and/or LR2 zones and more intensive multifamily and/or commercial zones; (SMC 23.34.014.B.3)	Yes	The would not provide a direct transition between an LR1 or LR2 zone and a more intensive multifamily or commercial zone.
4. The area has street widths that are sufficient for two-way traffic and parking along at least one curb; (SMC 23.34.014.B.4)	Yes	Adjacent NE 64 <sup>th</sup> St. is a two way street with parking on one side. Adjacent 8 <sup>th</sup> Ave. NE is a minor arterial with two way travel and parking on one side.
5. The area is well served by public transit; (SMC 23.34.014.B.5)	Yes	The area has excellent transit service including 8 bus routes on NE 65 <sup>th</sup> St. within one block.
6. The area has direct access to arterial streets that can accommodate anticipated vehicular circulation, so that traffic is not required to use streets that pass through lower density residential zones; (SMC 23.34.014.B.6)	Yes	Area C1 has direct access to 8 <sup>th</sup> Ave. NE, which is a principal arterial in the location.
7. The area is well supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers, and has good pedestrian access to these facilities. (SMC 23.34.014.B.7)	Yes	The area is supported by existing facilities and services including numerous retail establishments on NE 65 <sup>th</sup> St. and Roosevelt Way NE; Roosevelt High School; and the Green Lake Reservoir and Ravenna Park adjacent to the urban village.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the LR3 zone, and meets 6 of 7 locational criteria. DPD determines that Area C1 generally meets the functional and locational criteria of the LR3 zone and therefore is appropriate for the proposed LR3 zone.		



**Rezone Proposal: Lowrise 3 Residential Commercial (L3-RC) to Neighborhood Commercial 3 with a 65' height limit. (NC3-65)**

- East side of 8<sup>th</sup> Ave NE midblock between NE 64<sup>th</sup> & 65<sup>th</sup> Streets
- 1 parcels

**Existing Conditions**

- Existing 20 unit apartment building

The proposed rezone would have to meet the functional and locational criteria of the NC3 zone.

Criterion	Met?	Analysis – Area C2
<i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the C2 area to NC3-65 encompasses a site roughly 50' wide by 120' deep. The parcel could be redeveloped with retail space facing 8 <sup>th</sup> Ave. NE. This would contribute to the variety of retail in the area.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on 8 <sup>th</sup> Ave. NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses and other destinations in the neighborhood help enable intense pedestrian activity.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in adjacent blocks especially along NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store. The area is directly adjacent to new commercial development which includes a restaurant at the corner of NE 65 <sup>th</sup> St. and 8 <sup>th</sup> Ave. NE.

Criterion	Met?	Analysis – Area C2
<i>5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
<i>2. Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	The proposed rezone faces directly onto 8 <sup>th</sup> Ave. NE a principal arterial in this location.
<i>3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</i>	Yes	The proposed rezone of C2 would be separated from low density residential areas by the I-5 freeway to the west, and by a proposed LR3 zone directly to the south. Existing or proposed Neighborhood Commercial zones are to the north and east.
<i>4. Excellent transit service. (SMC 23.34.072.B.4)</i>	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 several blocks from the area.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area C2 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.		



**Rezone Proposal: Lowrise 2 (LR2) to Neighborhood Commercial 3 with a 65' height limit (NC3-65).**

- The northwest, northeast and southeast quarter-blocks around 9<sup>th</sup> Ave NE & NE 64<sup>th</sup> St. intersections.
- 24 parcels

**Existing Conditions**

- A mix of existing lowrise multifamily townhouses and several single family structures.
- Bordered by existing NC3-65 zoning to the north and east with structures developed to NC3 zoning.
- Existing LR2 zoning adjacent to the southwest.

The proposed rezone of Area C3 must meet the functional and locational criteria of the NC3 zone.

Criterion	Met?	Analysis – Area C3
<i>(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the C3 area to NC3-65 encompasses 24 parcels of varying sizes. The parcels could be redeveloped in a variety of combinations with retail space facing NE 64 <sup>th</sup> St. or 9 <sup>th</sup> Ave. NE. This would contribute to the variety of retail in the area.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 64 <sup>th</sup> St. and 9 <sup>th</sup> Ave. NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.

Criterion	Met?	Analysis – Area C3
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses and other destinations in the neighborhood help enable intense pedestrian activity.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. allowing shoppers to walk from store to store. The area is within one block of a variety of retail shops and services.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	The proposed rezone is within one half block of principal arterial roadways to both the north (NE 65 <sup>th</sup> St.) and the east (Roosevelt Way NE) effectively meeting this criteria. Vehicle access can be provided to the sites from within roughly 130' of a principal arterial through an existing NC3 zone. Access to redevelopment in the area would likely make use of existing midblock alleys. These conditions would result in negligible vehicle travel on non-arterial streets to access the sites.



Criterion	Met?	Analysis – Area C3
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	The proposed rezone of C3 would be separated from low density residential areas by other NC zones to the north and west, and a Lowrise Multifamily zone to the south and west.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 several blocks from the area.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area C2 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.		



**Rezoning Proposal: Neighborhood Commercial 2 with a 40' height limit (NC2-40) to Neighborhood Commercial 3 with a 65' height limit (NC3-65).**

- Northeast corner of 9<sup>th</sup> Ave NE & NE 63<sup>rd</sup> St
- 1 parcel

**Existing Conditions**

- Contains an existing two story commercial structure (Seattle Healing Arts).
- Abuts existing or proposed NC3-65 zoning to the north and east.
- Abuts an existing LR2 zone across the street to the west.
- Abuts existing SF5000 zoning across the street to the south.

Criteria	Met?	Analysis – Area C4
(NC3 Function) To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)	Yes	The neighborhood has an existing pedestrian-oriented retail core with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.

<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the C4 area to NC3-65 encompasses roughly a one quarter block area and is on a corner. The parcel could be redeveloped with a variety of street fronting retail spaces. The proposal would also be adjacent to other proposed NC3-65 areas, enabling site assemblage for a larger development with a variety of retail spaces fronting onto 9 <sup>th</sup> Ave. NE.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on 9 <sup>th</sup> Ave. NE. The scale, configuration of the roadway and sidewalk, and grade are conducive to such development.
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses and other destinations in the neighborhood help enable intense pedestrian activity.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along Roosevelt Way NE., enabling shoppers to walk from store to store.
<i>5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>1.The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a Hub Urban Village, a Residential Urban Village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.

2. Served by principal arterial; (SMC 23.34.072.B.2)	Yes	The proposed rezone is within one half block of a principal arterial roadways to the east (Roosevelt Way NE) effectively meeting this criteria. Vehicle access can be provided to the sites from within roughly 130' of a principal arterial through an existing NC3 zone. Access to redevelopment in the area would likely make use of existing midblock alley. These conditions would result in negligible vehicle travel on non-arterial streets to access the site.
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	The proposed rezone of C4 would be separated from low density residential areas by existing or proposed Lowrise Multifamily or Neighborhood Commercial zones in all four directions.
4. Excellent transit service. (SMC 23.34.072.B.4)	Yes	Excellent transit opportunities exist in close proximity, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 several blocks from the area.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area C4 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3-65 zone.		

## Area D: Commercial Core

**D1**

### **Rezone Proposal: Lowrise 3 Residential Commercial (LR3-RC) to Neighborhood Commercial 3 with a Pedestrian overlay and an 85' height limit (NC3P-85)**

- NW corner of 12<sup>th</sup> Ave NE & NE 67<sup>th</sup> St.
- 3 parcels, two owned by Sound Transit.
- Across NE 67<sup>th</sup> street from the planned north entry of the Roosevelt light rail station.

#### **Existing Conditions**

- Existing 3 story apartment structure located in the area
- The two Sound Transit parcels are vacant and front onto 12<sup>th</sup> Ave. NE.
- Roosevelt High School athletic field is directly across 12<sup>th</sup> Ave. NE from the area

The proposed rezone must meet the functional and locational criteria of the NC3 zone. For a discussion of the inclusion of the P designation see page 30.

Criterion	Met?	Analysis – Area D1
<i>To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the D1 area to NC3-85 enables the NC3 core area to encompass a full half block fronting NE 67 <sup>th</sup> St. The size and configuration of parcels on the half block can accommodate a variety of sizes and types of retail.
<i>2. [can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line on NE 67 <sup>th</sup> St. The scale, configuration of the roadway and sidewalk and grade are conducive to such development.
<i>3. [can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School directly across the street and other destinations in the neighborhood help enable intense pedestrian activity.
<i>4. [can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. and Roosevelt Way NE allowing shoppers to walk from store to store.

Criterion	Met?	Analysis – Area D1
<i>5. [can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020 within the D1 area.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
<i>1. The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a hub urban village, a residential urban village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
<i>2. Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	The D1 rezone proposal for would have direct access onto 12 <sup>th</sup> Ave NE., a principal arterial.
<i>3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)</i>	Yes	Area D1 is separated from lower density residential by the Roosevelt High School to the east. As proposed, to the north, an LR3 zone would provide a separation from low density single family residential areas.
<i>4. Excellent transit service. (SMC 23.34.072.B.4)</i>	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along Roosevelt Way NE in 2020.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 loational criteria. DPD determines that Area D1 generally meets the functional and locational criteria of the NC3 zone and therefore is appropriate for the proposed NC3P-85 zone.		

**D2**

**Rezone Proposal: Lowrise 3 Residential Commercial (LR3 RC) to Neighborhood Commercial 3 with a Pedestrian designation and an 85' height limit. (NC3P-85)**

- Southwest corner of 12<sup>th</sup> Ave NE & NE 66<sup>th</sup> St
- 10 parcels

**Existing Conditions**

- Owned by Sound Transit
- Includes 8 townhouse units on platted unit lots that Sound Transit will remove
- Three sides of the area abut existing NC3 zoning
- On the opposite corner to the northeast the adjacency is to a tall retaining wall for Roosevelt High School track and athletic fields.
- To the south, the area abuts the site of the planned south entry of the Roosevelt light rail station.

The proposed rezone must meet the functional and locational criteria of the NC3 zone. For a discussion of the inclusion of the P designation see page 30.

Criterion	Met?	Analysis – Area D2
<i>To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (SMC 23.34.072.A)</i>	Yes	The neighborhood has an existing pedestrian-oriented retail core, with a mix of neighborhood-focused small businesses and larger businesses that serve a broader customer base. For example, Roosevelt Square located within a block of the rezone area is occupied by a range of businesses, including a grocery store, a drugstore, and retail outlets for furniture and housewares. The business district currently offers a range of goods and services, which over time the proposal would likely extend.
<i>1. [can achieve] a variety of sizes and types of retail and other commercial businesses at street level; (SMC 23.34.072.A.1)</i>	Yes	The proposal to rezone the D2 area to NC3-85 enables the NC3 zone to encompass a full block when combined with the adjoining proposed NC3-85 zoning. The size and configuration of parcels on the block could over time accommodate a variety of sizes and types of retail although most of this area would be occupied by the planned light rail station.

Criterion	Met?	Analysis – Area D2
2. <i>[can achieve] continuous storefronts or residences built to the front lot line; (SMC 23.34.072.A.2)</i>	Yes	Continuous storefront or residences could be built directly to the front lot line with redevelopment either on NE 66 <sup>th</sup> St., or 12 <sup>th</sup> Ave. NE. The scale, configuration of the roadway and sidewalk and grade are conducive to such development.
3. <i>[can achieve] intense pedestrian activity; (SMC 23.34.072.A.3)</i>	Yes	The existing Roosevelt neighborhood core provides pedestrian amenities and sidewalk widths at a scale at which pedestrian activity is comfortable. A variety of businesses, the presence of the Roosevelt High School directly across the street and other destinations in the neighborhood help enable intense pedestrian activity. The area is directly adjacent to a planned light rail station.
4. <i>[can achieve] Shoppers can drive to the area, but walk around from store to store; (SMC 23.34.072.A.4)</i>	Yes	A variety of stores are located near one another in nearby blocks especially along NE 65 <sup>th</sup> St. and Roosevelt Way NE allowing shoppers to walk from store to store.
5. <i>[can achieve] transit is an important means of access. (SMC 23.34.072.A.5)</i>	Yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020 directly adjacent to the area.
<i>Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (SMC 23.34.072.B)</i>		
1. <i>The primary business district in an urban center or hub urban village; (SMC 23.34.072.B.1)</i>	No	The area is in the primary business district within the Roosevelt Residential Urban Village (RUV). Though not a hub urban village, a residential urban village has similar characteristics and intent. Several Residential Urban Villages in Seattle contain NC3 zones, including Roosevelt, Green Lake, Aurora/Licton Springs, Greenwood, Crown Hill, Wallingford, and Eastlake, among others.
2. <i>Served by principal arterial; (SMC 23.34.072.B.2)</i>	Yes	Development of the D2 rezone area would have direct access onto 12 <sup>th</sup> Ave NE., a principal arterial.

Criterion	Met?	Analysis – Area D2
3. Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (SMC 23.34.072.B.3)	Yes	Area D2 is separated from lower density residential by other NC zones in each direction. Roosevelt High School is to the northeast of the area.
4. Excellent transit service. (SMC 23.34.072.B.4)	yes	Excellent transit opportunities exist in the neighborhood, including Metro routes 48, 66, 67, 71, 73, which operate primarily along the area's principal arterials. A new light rail station is scheduled to open along 12 <sup>th</sup> Ave. NE in 2020.
<b>Conclusion:</b> The rezone proposal meets the functional criteria of the NC3 zone, and meets 3 of 4 locational criteria. DPD determines that Area D2 generally meets the functional and locational criteria of the NC3P-85 zone and therefore is appropriate for the proposed NC3P-85 zone.		

### D3

#### **Rezone Proposal: Neighborhood Commercial 3 with a 65' height limit (NC3-65) to Neighborhood Commercial 3 with a Pedestrian designation and an 85' height limit (NC3P-85).**

- Three and ½ blocks between Roosevelt Way NE and 12<sup>th</sup> Ave NE, and between NE 64<sup>th</sup> St. and the midblock property line between NE 67<sup>th</sup> and 68<sup>th</sup> St.
- 10 parcels

#### **Existing Conditions**

- Includes the Sound Transit-owned QFC Grocery site
- Roosevelt Square (Whole Foods) block
- 2 Other Sound Transit properties fronting onto NE 65<sup>th</sup> St.
- Several single story commercial structures
- Existing, 6 story, 88 unit apartment building at Roosevelt Way and NE 67<sup>th</sup> St.
- Existing, 6 story, 76 unit, Dwell Condominium building on NE 65<sup>th</sup> St.

The proposed rezone does not change the existing Neighborhood Commercial zone so evaluation of functional and locational criteria is not required. The proposed change is to raise the height limit from 65' to 85'. This change is evaluated against criteria in SMC 23.34.009 setting height limits. For discussion of the Pedestrian designation see page 30.



Criterion	Met?	Analysis – Area D3
<i>A. Function of the Zone. Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.</i>	Yes	The proposed 85' height limit is appropriate for the NC3 zone classification. The 85' height limit is not expected to displace preferred uses as most of the developable sites are vacant, and several existing or recent commercial or mixed use buildings are not expected to redevelop.
<i>B. Topography of the Area and its Surroundings. Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.</i>	Yes	The height limit change from 65' – 85' could accommodate an additional one or two stories in a development. No significant view blockage is expected from the proposed height limit change. The topography of the area is predominantly flat.
<p><i>C. Height and Scale of the Area.</i></p> <p><i>1. The height limits established by current zoning in the area shall be given consideration.</i></p> <p><i>2. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.</i></p>	Yes	<p>The proposed change raises the height limit from an existing 65' to 85'. This could accommodate one or two additional stories in a structure.</p> <p>Existing residential projects in the area are already built to maximize the current 65' limit. Due to construction type and fire code constraints, most buildings in the 85' height limit would not significantly exceed the height of existing structures. Height limits of 85' typically allow for construction of 7 story buildings commonly referred to as the '5 over 2' construction type. (Two stories of concrete construction below 5 stories of wood construction.) This scale is appropriate for the commercial core of the neighborhood and for the NC3-85 zone. The increase to 85' can enable more generous floor-to-floor heights and higher quality of construction. Buildings are expected to be similar in scale and complimentary to the existing scale of buildings built in the NC3-65 zone.</p>

Criterion	Met?	Analysis – Area D3
<p><i>D. Compatibility with Surrounding Area.</i></p> <p><i>1. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by the Major Institution designation, shall be used for the rezone analysis.</i></p> <p><i>2. A gradual transition in height and scale and level of activity between zones shall be provided unless major physical buffers, as described in Subsection <a href="#">23.34.008 D2</a>, are present.</i></p>	No	<p>The proposed 85' height is proposed in the heart of Roosevelt's commercial core area. Zoning to the north, south and west tapers. To the east the Roosevelt high school is a significant physical buffer. The Sound Transit station will also be located at this eastern edge according to current plans, which would aid with the transition to the high school.</p>
<p><i>E. Neighborhood Plans.</i></p> <p><i>1. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map.</i></p> <p><i>2. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and Section <a href="#">23.34.008</a>.</i></p>	Yes	<p>The policies of the Roosevelt neighborhood plan "promote the growth of the Roosevelt Urban Village in a manner that concentrates growth in the commercial core and near the light rail station..." (R-LUG2). The D1 location is directly on top of, and adjacent to the planned light rail station. The 85' height proposal is consistent with the intent and policy statements in the Roosevelt neighborhood plan.</p>
<p><b>Conclusion:</b> On balance the proposal is consistent with the criteria in SMC 23.34.009 setting height limits. DPD determines that Area D1 generally meets the criteria of the NC3 zone and an 85' height limit and therefore is appropriate for the proposed NC3P-85 zone.</p>		

## V. Growth, capacity, and impact analysis

**Projected growth.** Roosevelt is a Residential Urban Village. The City's Comprehensive Plan provides background on the amount of growth expected for the area during a 20 year planning horizon. The Comprehensive Plan says that residential villages are intended for "predominantly residential development around a core of commercial services". (Comprehensive Plan Policy UV12). Most anticipated growth within Roosevelt is expected to be in residential and neighborhood commercial uses. The City's Comprehensive Plan includes an estimate of existing housing units and a housing unit growth target for Residential Urban Villages, but does not include an estimate or target for the number of jobs in Residential Urban Villages. As illustrated in the summary table below, Roosevelt is expected to grow by 250 housing units from 1,260 housing units in year 2004 to 1,510 housing units in 2024.

**Table 1: Comprehensive Plan Residential Growth Targets for Roosevelt Residential Urban Village**

Land Area	Households (2004)	Density (2004)	Growth Target (2024)	Estimated Household Density (2024)
158 acres <sup>1</sup>	1,260	8 dwellings/acre	250 new households	10 dwellings/acre

**Development capacity.** Roosevelt is an established urban area with a mix of old and new existing buildings. There are several parcels of vacant land, and several vacant residential structures at the time of this report. As new developments have gradually replaced older buildings, the neighborhood's scale and density has increased. However, at present most property zoned for commercial or multifamily does not maximize full zoning potential. Most growth in Roosevelt will occur through redevelopment of existing structures in commercial and multifamily zones with larger, denser structures built to the full zoning envelope.

DPD uses a computer Geographic Information Systems (GIS) model to estimate the capacity of lands in an area to accommodate increases in the number of housing units, commercial square footage, and jobs. Capacity modeling is an estimate of the total feasible new development in the area with no limit on the time horizon for the development. The model takes into account the value of existing structures, the size of parcels, and the allowable zoning envelope. The formulas are based on roughly 10 years of observed construction activity in the City. Development capacity is the amount of additional development (expressed as housing units or non-residential building square feet) that could be built under the assumed zoning.

<sup>1</sup> Includes all land within the boundaries of the urban village, including rights-of-way, public land, institutional lands. etc.

***Urban Village Capacity***

The table below summarizes the capacity of the Roosevelt Residential Urban Village under the existing zoning, under the April Draft proposal, and with the recommended modifications reflected in this report.

**Table 2: Development Capacity in the Roosevelt Urban Village**

	Residential			Commercial	
	Existing Residential Dwelling Units (DU)	Residential Capacity (DU)	Total DU Existing + Capacity	Existing Comm. GSF	Comm. Capacity GSF
<b>Existing Zoning*</b>	1,158	1,555	2,713	612,000	211,000
<b>April, Draft Proposal**</b>		1,965	3,123		381,000
<b>Mod. 1. Core</b>		2,045	3,203		408,000
<b>Mod 2. Panhandle</b>		2,081	3,239		498,000
<b>RECOMMENDATION Mod. 1 &amp; 2</b>		<b>2,162</b>	<b>3,320</b>		<b>523,000</b>

\* Capacity analysis for existing zoning includes minor corrections to parcel-based records accounting for very minor differences from the April, 2011 report.

\*\* Capacity analysis shown for the April Draft reflects the same rezones as proposed at that time. However a base assumption about the split between commercial and residential uses is modified to 60 residential / 40 commercial (from 50 / 50) to more accurately reflect expected development in this urban village. This change accounts for slightly revised capacity numbers.

With proposed zoning (Modifications 1 and 2) the Roosevelt residential urban village will have capacity for 3,320 total housing units, and 523,000 gsf of commercial space. All of this development capacity would be located within a ½ mile of the proposed Sound Transit light rail station. For a review of how this total amount of development capacity in the urban village measures up to national best practices for transit oriented communities (TOC), please refer to the June, 2011 *Transit-Supportive Density: A Review of Zoned Development Capacity in the Roosevelt Urban Village* prepared by DPD. The total capacity of the urban village is roughly 45 net dwelling units / acre. National best practices for TOC suggest target densities for TOC of this type in the range of 20 – 75 net dwelling units / acre. In summary it can be concluded that the proposed total amounts of development capacity are well within the acceptable range of densities for a TOC of the type and scale of the Roosevelt residential urban village.

**Rezone Area Capacity**

The table below summarizes the capacity of the rezone areas under the existing zoning, under the April Draft proposal, and with the recommended modifications reflected in this report.

**Table 3: Development Capacity Roosevelt Proposed Rezone Areas Only**

	<b>Residential</b>		<b>Commercial</b>	
	<b>Residential Capacity (DU)</b>	<b>Additional Capacity Due to Zoning Change</b>	<b>Comm. Capacity GSF</b>	<b>Additional Capacity Due to Zoning Change</b>
<b>Existing Zoning*</b>	272	-	10,783	-
<b>April, Draft Proposal*</b>	682	410	180,783	170,000
<b>Mod. 1. Core</b>	762	490	207,783	197,000
<b>Mod 2. Panhandle</b>	798	526	297,783	287,000
<b>RECOMMENDATION Mod. 1 &amp; 2</b>	<b>879</b>	<b>607</b>	<b>322,783</b>	<b>312,000</b>

\* Capacity analysis for existing zoning includes minor corrections to parcel-based records accounting for very minor differences from the April, 2011 report.

assumption about the split between commercial and residential uses is modified to 60 residential / 40 commercial (from 50 / 50) to more accurately reflect expected development in this urban village. This change accounts for slightly revised capacity numbers.

**Table 3: Development Capacity Existing Zoning and Proposed Rezones**

As shown in the table, the existing zoning of the areas proposed for rezone has an estimated existing capacity for an addition of 272 net new housing units, and 10,783 net new square feet of commercial space. Under the proposed zoning, the same lands have an estimated capacity for 879 net new housing units and 322,783 net new square feet of commercial space. Therefore the proposed rezone increases the development capacity of the subject lands by 607 housing units and 312,000 gross square feet commercial space. Most of the capacity increase stems from the rezones to new NC3-65 designations, and also the rezone of currently Lowrise and single-family zoned lands to a new LR3 zoning designation.

Additional capacity beyond the amount reflected in the April Draft proposal attributable to the two modifications can be seen in the table. Modification 1 (NC3-85 on commercial core blocks) yields capacity for an additional 80 housing units and 27,000 gsf of commercial space. Modification 2 (NC3-65 on 'panhandle' blocks) yields capacity for an additional 116 housing units and 117,000 gsf of commercial space.

To put the increased capacity in perspective it is helpful to compare it to the total development capacity within the urban village. Under existing zoning the urban village as a whole has capacity for a total of 1,555 net new housing units and 391,593 net commercial square feet. The increased capacity attributable to the proposed rezone is a 39% increase in residential housing unit capacity; and a 150% increase in commercial capacity. It may be anticipated that some of the capacity available for commercial development could be shifted to residential development. When viewed within the context of the Residential Urban Village the increased capacity is unlikely to significantly alter the rate or scale of development within the Residential Urban Village. The capacity estimate is not limited to a time horizon, as are the 2024 growth targets. Consequently, the rate at which the new commercial space and residential units will be built and occupied is not anticipated to significantly increase as a result of the proposal.

**Public services.** The additional residences and businesses that could occur under the proposal will require public services and utilities. Based on analyses of capacity and projected growth in the Comprehensive Plan, the Roosevelt residential urban village has sufficient capacity to accommodate expected additional households and businesses. The table below, from the Capital Facilities Element of the Comprehensive Plan summarizes public facilities that directly service the Roosevelt Residential Urban Village. None of the facilities are identified as being deficient or at risk of running out of capacity.

**Table 4: Available Public Services in Roosevelt Residential Urban Village**

Facility Type	Name	Location	Capacity
Fire station	SFD 16	6846 Oswego Pl. NE	EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Company Medic One
Police station	North Precinct	10049 College Way N.	32 sq. mi. service area
Schools	Roosevelt H.S.	1410 NE 66 <sup>th</sup> St	c. 1,700 students
Library	Green Lake Branch University Branch  Northeast Branch	7364 E. Green Lake Dr. N 5009 Roosevelt Way NE 6801 35 <sup>th</sup> Ave NE	
Parks	Froula Playground Cowen Park	7200 12 <sup>th</sup> Ave NE 5849 15 <sup>th</sup> Ave NE	
P-Patch	Roosevelt	7012 12 <sup>th</sup> Ave NE	

**Utilities.** The areas proposed for rezone within the Roosevelt Residential Urban Village are within an already urbanized area with fully developed utility infrastructures. Roosevelt is serviced by a network of utility services including: potable water, stormwater sewer, wastewater sewer, natural gas, telecommunications and electricity. All utilities are available in the public

streets and alleys immediately adjacent to all properties proposed for rezone. A broad range of existing residential and commercial developments in the area are already serviced by the utility network. No utility infrastructure deficiencies or particular capacity constraints are identified in the City's Capital Facilities plan for the Roosevelt Urban Village.

At the time of any project-specific development proposal, it is the responsibility of the project proponent to sufficiently upgrade existing utility infrastructures to service proposed development. These arrangements must be in place at the time of permit approval for new development.

**Transportation.** The properties proposed for rezone receive vehicle transportation access via the arterial roadways running through the urban village: Roosevelt Way NE, 12<sup>th</sup> Ave. NE, NE 65<sup>th</sup> St., and 8<sup>th</sup> Ave. NE. The rezone areas are all within one block of at least one of these arterial roadways. The rezone areas are also serviced by I-5 adjacent to the Roosevelt Urban Village to the west, and 15<sup>th</sup> Ave. NE, adjacent to the urban village to the east. The tables below review vehicle transportation impacts of the proposed rezones in the context of the City's Comprehensive Plan Transportation Element and data provided in the 2006 North Link Final Supplemental Environmental Impact Statement transportation section.

Seattle's Comprehensive Plan analyzes traffic effects on arterial streets in urban centers and urban village areas using a system of screenlines. Traffic volumes are forecasted for arterial streets for the year 2020. These forecasted volumes are totaled for all arterials crossing a particular screenline, and this screenline volume is compared to the sum of the planning capacities for the arterials crossing the screenline, yielding a ratio of volume-to-capacity (v/c) for each direction of traffic for each screenline. The screenline methodology is used both for the Comprehensive Plan's level-of-service system to judge the performance of the arterial system, and for the traffic forecast analysis. An acceptable level of service is any v/c ratio below 1.0.

Two screenlines are located near the proposed rezones summarized in the Table below, evaluating the capacity of area arterials to handle projected 2020 traffic volumes. Both screenlines have v/c ratios well below the level of service standard of 1.0, indicating that arterial roadways in the vicinity have substantial available capacity in projected year 2020. Additional traffic attributable to the proposed rezones would potentially add a small number of locally generated vehicle trips to area arterial roadways (see trip generation discussion below). When compared with Average Daily Traffic (ADT) volumes on vicinity arterials that number in the tens of thousands (see Table 4 below) the impact of proposed rezones is small, and will not have an effect on the ability of the transportation network to provide the acceptable level of service.

**Table 5: 2020 Projected Volume to Capacity Ratios Roosevelt Arterial Roadways**

<b>Comprehensive Plan Transportation Element Screenline</b>	<b>2020 projected volume to capacity (v/c) ratio.</b>
6.14 South of NE 80 <sup>th</sup> St. 5 <sup>th</sup> Ave. NE to 15 <sup>th</sup> Ave. NE	0.74 Northbound. 0.48 Southbound.
13.12 East of I-5. NE 65 <sup>th</sup> St. to NE 80 <sup>th</sup> St.	0.46 Eastbound. 0.48 Westbound.

**Table 6: Average Weekday Daily Traffic**

<b>2008 Average Weekday Daily Traffic Roosevelt Vicinity Arterial Roadways</b>	
Roosevelt Way NE between NE 65th St and NE 75th St	11,100
Roosevelt Way NE between NE 50th St and NE 65th St	11,800
12th Ave NE between NE 65th St and NE 75th St	8,700
12th Ave NE between NE 50th St and NE 65th St	10,100
15th Ave NE between NE 65th St and NE 75th St	8,600
15th Ave NE between NE 50th St and NE 65th St	9,900
NE 65th St between Roosevelt Way and 15th Ave NE	14,100
NE 65th St between 15th Ave NE and 25th Ave NE	14,700

Source: [seattle.gov/transportation/tfdmaps.htm](http://seattle.gov/transportation/tfdmaps.htm)

The level of service of particular intersections in the vicinity of the proposed rezones is evaluated in the 2006 North Link Final Supplemental Environmental Impact Statement (SEIS) transportation section prepared by Sound Transit for the construction of the North Link light rail line. The SEIS includes transportation analysis specific to the Roosevelt area in the vicinity of the proposed rezones. Projected PM peak hour level of service is summarized for key intersections near the proposed rezones for the year 2030 (See Table 6 below). The analysis is based on travel forecasting models provided by the City of Seattle, which include projected growth, and a forecasting model prepared for the SEIS. For the purpose of this report findings



for Sound Transit's preferred alternative is used, since it reflects the Light Rail station location that will be built.

**Table 7: Roosevelt Intersections Year 2030 Peak Hour Level of Service**

<b>Intersection</b>	<b>Year 2030 PM Peak Hour Level of Service (LOS) Summary</b>
NE 65 <sup>th</sup> St. / 8 <sup>th</sup> Ave. NE	B
NE 65 <sup>th</sup> St./ 12 <sup>th</sup> Ave. NE	C
NE 65 <sup>th</sup> St./ Roosevelt Way NE	C

Source: Sound Transit Final SEIS North Link

As summarized in Table 5, intersections in the immediate vicinity of the proposed rezones are projected to have continued acceptable level of service. LOS of D or better is considered an acceptable level. None of the intersections are within one letter grade of a LOS failure in projected year 2030 per the analysis. Additional traffic attributable to the proposed rezones would potentially add a number of locally generated vehicle trips to area arterial roadways (see trip generation discussion below). The impact of proposed rezones will not have an effect on the ability of key intersections to provide the acceptable level of service.

DPD's development capacity model estimates the proposed rezones would increase total development capacity by 607 residential units and 312,000 commercial square feet. This maximum capacity exceeds the expected amount of growth within a 20 year time period, but can be used to evaluate maximum potential traffic impact of the proposed rezones.

**Table 8: Estimated Weekday Trip Generation**

<b>Aggregated Use Categories*</b>	<b>Average Weekday Trip Generation</b> (number of trips/1,000 square feet)	<b>Estimated Additional Development Capacity</b>	<b>Housing SF Equivalent****</b>	<b>Weekday Trip Generation</b>
Multifamily Residential**	<b>6.5</b>	<b>607 housing units</b>	<b>515,950</b>	<b>3,353</b>
Commercial***	<b>53</b>	<b>312,000 sf</b>		<b>16,536</b>

\*Uses are drawn from ITE Trip Generation Manual, 7<sup>th</sup> ed.

\*\* An average of renter- and owner-occupied townhouses, low-rises and mid-rises

\*\*\* An average of restaurant, office and medical office uses

\*\*\*\* Assumes 850sf average unit size

The estimate of the maximum additional traffic impact on the neighborhood is within an acceptable level especially considering mitigating factors. The weekday trip generation totals will be distributed across the street network since rezones are in various locations. The additional trips will not be concentrated on any one street. Commercial trips would be

distributed throughout the course of the day, and not concentrated at an AM or PM peak when the roadways and intersections are closest to capacity.

The largest mitigating factor however is potential increased use of transit, walking and bicycling as light rail becomes available and as new development provides more services close to neighborhood residents. The trip generation estimate above from the ITE Manual could be satisfied by trips on transit, or by bicycling or walking. Given excellent transit in the neighborhood, and the expected walkable development pattern, many of the trips estimated in Table 6 can be anticipated to be made in modes of travel other than automobiles. Existing transit service in Roosevelt and its vicinity includes Metro routes 48, 64, 66, 67, 68, 71, 72, 73, 77, 79, and 373, and anticipated Link Light Rail service to Roosevelt's center in 2020. After the light rail station opens, Roosevelt residents and businesses will have direct rail access to points from Northgate to SeaTac with trains running every 15 minutes or less for most of the day. Data is not available at this time to make a reliable assignment for the percentage of trips that would be made over time using vehicles versus transit, walking, and cycling, but a significant number of trips can reasonably be assumed to be made by modes other than automobile.

## **VI. Incentive Zoning**

### **Background**

In December of 2008 the City Council passed and the Mayor signed Resolution 31104 related to affordable housing incentive programs, expressing the intent to consider such programs when increasing residential or commercial density through legislative rezones, and requesting similar legislation related to quasi-judicial rezones. Resolution 31104 followed Resolutions 31025 and 30939, also expressing support and providing direction for an incentive zoning program. Resolution 31104 outlined the intent that the height limit and maximum density under existing zoning should be the “base” above which additional development capacity must be achieved through participation in an incentive zoning program. The Resolution included a map indicating areas where the Incentive Zoning program should be applied including Downtown, designated Urban Centers and Urban Villages.

Also in December of 2008 the City Council passed and the Mayor signed Ordinance 122882 creating a new Chapter 23.58A in the Land Use Code that establishes a program and specific mechanism for how workforce housing is to be provided through incentive zoning provisions. Chapter 23.58A spells out the affordable housing contribution amounts, affordability levels, and the accounting procedures for development projects that exceed base development. Currently, the incentive zoning Provisions of Chapter 23.58A have been applied only in the South Lake Union neighborhood (Seattle Mixed zones), and legislation is pending to apply the incentive zoning Provisions of Chapter 23.58A to the South Downtown planning area.

### **Intent**

The intent of the proposed Legislation is to enable existing incentive zoning provisions of Chapter 23.58A to be applied in Urban Villages and similarly scaled areas at the time of a rezone action. The proposal implements direction provided by Council and the Mayor in 2008 when creating the program. Only procedural details, no substantive changes to zoning or the Incentive Provisions are proposed. The Legislation provides a ‘missing link’ in the Land Use Code for activation of an existing incentive zoning program using existing zone designations.

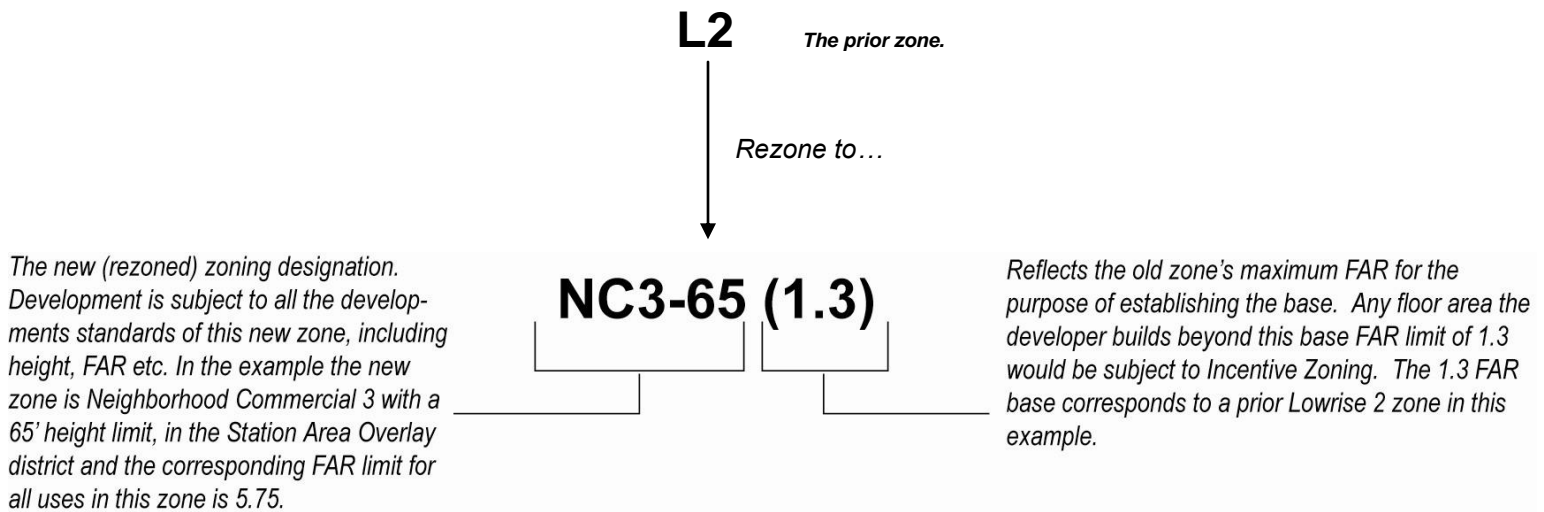
### **Approach**

DPD proposes the following approach for how incentive zoning provisions would be activated at the time of a rezone action in the context of the Land Use Code.

- **Broad Applicability:** DPD recommends a system that can be applied broadly to accommodate the spectrum of rezones that could occur over time. The Land Use Code includes over 30 zone designations, so many combinations of rezones from a lower intensity zone to a higher intensity zone are possible. Instead of writing specific code language to quantify base and maximum development within each individual zone, DPD recommends the following system. A base development amount can be estimated for any

existing zone in the form of the allowable floor area ratio (FAR) in that zone. When a rezone to a higher intensity zone occurs, developers may build to the development standards of the new zone, but any gross floor area developed beyond the amount allowed by the old zone's FAR is subject to incentive zoning provisions.

- **Land Use Map Notation:** At the time of a rezone action where incentive zoning is applied, the Land Use Map would display the new zone designation, plus a notation of the old zone's FAR maximum in parenthesis to establish the base development amount. Example:



- **Simple FAR-Based System**

DPD recommends using total allowable floor area for all uses as a singular measure of base and maximum development for the purposes of incentive zoning in Urban Village scaled areas. This is consistent with Chapter 23.58A provisions, which specify affordable housing amounts based solely on floor area for developments with heights 85' and below. All the City's zoning designations except single-family zones now include FAR ratio controls, so a floor area assignment can be easily made for nearly all base zones.

The legislation includes assignment of a 0.75 FAR proxy for single-family zones solely for the purposes of the incentive zoning provisions. This proxy is an estimation of the total expected amount of Floor Area that could be built in a typical single family zone. Lot coverage maximum in single family zones is 35%. Assuming a single family home is able to maximize lot coverage and builds slightly more than 2 full stories at that footprint – the floor area would roughly equal a 0.75 FAR.

For those zones that provide a range of potential FAR limits depending on housing type, building use or other factors, a table is provided in the proposed zoning code indicating the FAR amount that should be considered for the base. The tables reflect the highest potential FAR limit for any base zone, thereby assuming maximum development potential in the existing zone as the base amount.

- **Limited to Zones with Height Limits 85' and Below**

DPD recommends this approach only for rezones with height limits of 85' and below. These zones are typically applied in Urban Village areas. According to rezone criteria and the Comprehensive Plan, Urban Villages accommodate predominantly residential development with some locally-scaled commercial or office uses. Since development is moderate in scale and predominantly residential, DPD recommends basing the system on total gross square footage without differentiating between residential and commercial uses.

More intensive zones, with height limits 85' and above, are typically applied in Urban Center areas where more intense concentrations of commercial development and employment are expected. In Urban Centers the system may need to account for differences between commercial and residential uses for establishing base and maximum development purposes. Extension of the system to accommodate Urban Centers may be the subject of subsequent legislation.

### **Application in Roosevelt Urban Village**

DPD proposes legislation enabling extension of the Incentive Provisions at this time in order to apply incentive zoning concurrent with the Roosevelt legislative rezone. Subsequent rezones including one being considered in the Greenwood neighborhood could access incentive zoning provisions after passage of this legislation. The Roosevelt legislative rezone is a package of 25 individual rezones in the core of the Roosevelt Urban Village based on a proposal by neighborhood groups. All of the proposed rezones are to Lowrise Multifamily and Neighborhood Commercial zones with height limits below 85'. All development capacity impacts associated with the package of rezones, and an economic analysis of the application of the Incentive Provisions are included with the Roosevelt Legislative Rezone proposal.

### **Economic Analysis of Incentive Zoning in Roosevelt**

During the first quarter of 2011, DPD contracted an economic analysis of applying incentive zoning in the context of the proposed zoning changes. The intent of the analysis is to determine the effects application of the incentive zoning program would have on the feasibility of development in the area. The report is titled *Roosevelt Neighborhood Proposed Rezoning Economic Analysis of Zoning Changes, April 2011*.

In general, the analysis shows that all of the proposed rezones with an application of the incentive zoning program for affordable housing result in economic performance at least as strong as existing zoning. However, development in several of the proposed rezone areas is found not to be immediately feasible based on near-term market conditions, rents and construction costs. Several of the rezones are found to include adequate economic incentive - with the incentive zoning provisions - for redevelopment in the near term. It should be stressed that the analysis relies on current and near term economic conditions and projections with a time horizon of approximately 3 years. In the longer term, regional and national economic conditions and demand for housing are expected to improve and result in more favorable development conditions than depicted in the near term analysis. Based on the findings (included below), DPD determines that application of the incentive zoning program in Roosevelt is not expected to adversely impact economic feasibility of property development in the proposed rezone areas, and the incentive zoning program should be applied to all proposed rezone areas.